



EAST CAMBRIDGESHIRE DISTRICT COUNCIL

THE GRANGE, NUTHOLT LANE,
ELY, CAMBRIDGESHIRE CB7 4EE
Telephone 01353 665555

MEETING: **PLANNING COMMITTEE**

TIME: 2:00pm

DATE: **Wednesday 6th July 2022**

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

ENQUIRIES REGARDING THIS AGENDA: Caroline Evans

TELEPHONE: (01353) 665555 EMAIL: caroline.evans@eastcambs.gov.uk

MEMBERSHIP:

Conservative Members

Cllr Bill Hunt (Chairman)
Cllr Christine Ambrose Smith
Cllr David Brown
Cllr Lavinia Edwards
Cllr Lis Every
Cllr Lisa Stubbs (Vice Chairman)

Liberal Democrat Members

Cllr Matt Downey (Lead Member)
Cllr Alec Jones
Cllr John Trapp
Cllr Gareth Wilson

Independent Member

Cllr Sue Austen (Lead Member)

Substitutes:

Cllr David Ambrose Smith
Cllr Julia Huffer
Cllr Josh Schumann

Substitutes:

Cllr Charlotte Cane
Cllr Simon Harries
Cllr Christine Whelan

Substitute:

Cllr Paola Trimarco

Lead Officer

Rebecca Saunt, Planning Manager

Quorum: 5 Members

PLANNING COMMITTEE MEMBERS TO MEET ON-SITE AT 11:45AM
(Please note, site visit timings are approximate.)

AGENDA

- 1. Apologies and Substitutions** [oral]
- 2. Declarations of Interest** [oral]
To receive declarations of interest from Members for any Items on the Agenda in accordance with the Members Code of Conduct.
- 3. Minutes**

To receive and confirm as a correct record the Minutes of the Planning Committee meeting held on 8th June 2022.

4. Chairman's Announcements

[oral]

5. 21/01572/FUM

Construction of 45 dwellings, new access, estate roads, driveways, parking areas, open space, external lighting, pumping station and associated infrastructure

Location: Land west of Station Road, Isleham, CB7 5GG

Applicant: The Havebury Housing Partnership

Public Access Link: <http://pa.eastcambs.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=R1N41LGGHCB00>

Site visit: 11:45am

6. Planning Performance Report – May 2022

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> 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.
2. The meeting will also be livestreamed on youtube for public viewing. The link will be available from the meeting webpage in advance of the meeting: <https://www.eastcambs.gov.uk/meetings/planning-committee-06072022> Please be aware that all attendees, including those in the public gallery, will be visible on the livestream.
3. The Council has a scheme to allow public speaking at Planning Committee. If you wish to speak on an application being considered at the Planning Committee please contact Caroline Evans, Democratic Services Officer for the Planning Committee caroline.evans@eastcambs.gov.uk, to register by 10am on Tuesday 5th July. 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

A leaflet with further information about the public speaking scheme is available at <https://www.eastcambs.gov.uk/committees/public-speaking-planning-committee>

4. 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.

5. Fire instructions for meetings:

- If the fire alarm sounds please make your way out of the building by the nearest available exit i.e. the back staircase or the fire escape in the Chamber. 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.

6. Reports are attached for each agenda item unless marked “oral”.

7. If required, all items on the agenda can be provided in different formats (e.g. 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

8. 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

AGENDA ITEM NO 3

Minutes of a meeting of the Planning Committee held at 2:00pm on Wednesday 8th June 2022 in the Council Chamber at The Grange, Nutholt Lane, Ely, CB7 4EE.

PRESENT

Cllr Christine Ambrose Smith
Cllr Sue Austen
Cllr David Brown
Cllr Matthew Downey
Cllr Bill Hunt (Chairman)
Cllr Julia Huffer (Substitute for Cllr Lis Every)
Cllr Alec Jones
Cllr Lisa Stubbs (Vice-Chairman)
Cllr John Trapp
Cllr Gareth Wilson

OFFICERS

Rebecca Saunt – Planning Manager
Maggie Camp – Legal Services Manager
Caroline Evans – Democratic Services Officer
Toni Hylton – Senior Planning Officer
Anne James – Planning Consultant
Catherine Looper – Senior Planning Officer
Andrew Phillips – Planning Team Leader
Angela Tyrrell – Senior Legal Assistant

IN ATTENDANCE

Parish Cllr Ian Boylett (Witchford Parish Council Chairman,
Agenda Item 6 / Minute 6)
Andrew Fleet (Applicant's Agent, Agenda Item 7 / Minute 7)
Antony Kintish (Supporter, Agenda Item 5 / Minute 5)
Jake Stentiford (Applicant's Agent, Agenda Item 6 / Minute 6)
Adam Tuck (Applicant's Agent, Agenda Item 5 / Minute 5)
Cllr Alan Sharp (Agenda Item 5 / Minute 5)
Lucy Flintham – Office Team Leader, Development Services
Bradie Goodman – Local Land Charges and Legal Support
Officer
Sarah Parisi – Senior Support Officer
Cassy Paterson – Planning Officer
Melanie Wright – Communications Officer
Adeel Younis – Legal Assistant

Prior to the commencement of the meeting the Chairman informed Members of the recent death of former District Councillor Mike Rouse who had been a prominent and valued member of the Planning Committee during his time as a District Councillor.

He had served his community for very many years including being elected to the County Council, the District Council and the City of Ely Council, as well as being a member of various community organisations. All those present then stood to observe a minute's silence as a mark of respect for former Councillor Rouse.

1. APOLOGIES AND SUBSTITUTIONS

Apologies for absence were received from Cllrs Lavinia Edwards and Lis Every.

Cllr Julia Huffer was attending as a substitute for Cllr Every.

2. DECLARATIONS OF INTEREST

No declarations of interest were made.

3. MINUTES

The Committee received the Minutes of the meetings held on 4th May and 19th May 2022.

It was resolved:

That the Minutes of the Planning Committee meetings held on 4th May and 19th May 2022 be confirmed as a correct record and be signed by the Chairman.

4. CHAIRMAN'S ANNOUNCEMENTS

The Chairman congratulate Cassy Paterson on her recent promotion from Planning Assistant to Planning Officer, and welcomed Adeel Younis who had recently joined the Council as a Legal Assistant.

5. 21/01055/RMM – HOME OFFICE BUNGALOWS, LITTLE GREEN, CHEVELEY

Anne James, Planning Consultant, presented a report (X7, previously circulated) recommending approval of a reserved matters application for the appearance, landscaping, layout and scale for 22 dwellings following the demolition of six bungalows associated with the outline approval of 19/00767/OUM. The proposal was for 4 x 5-bedroom houses, 6 x 4-bedroom houses, 5 x 3-bedroom houses, 3 x 2-bedroom houses, 2 x 2-bedroom bungalows and 2 x 1-bedroom flats.

Members' attention was drawn to information on the update sheet circulated earlier in the week, explaining that the Murfet Group (the applicants) had no further involvement with the site since receivers had been appointed for the business. This would have no bearing on the planning decision to be made since planning permissions were associated with the land rather than the owner. The Planning Consultant additionally clarified that the percentage of affordable housing had been considered in detail and agreed in the outline planning permission. Vacant building credit – a Government initiative to promote development on brownfield sites – had been applied for in respect of the existing six dwellings on-site and had been granted for four of the buildings, with the other two considered not to be derelict. Therefore, of the 22 proposed homes, only 18 were included in the affordable housing calculation, and hence five affordable homes were needed.

Members were shown a site plan, aerial site image, and site photographs illustrating the dilapidated and overgrown nature of the site and its location between a commercial development (to the north) and Hobbs Warren (to the south) with Little Green along the eastern boundary.

The main considerations for the application were deemed to be:

- **Principle of development** – the principle of development had been established upon the granting of outline planning permission and no issues had been identified to render it no longer acceptable.
- **Housing mix and layout** – the site layout had not significantly altered since the outline application was approved, although the number of bungalows had been reduced to two. The scheme was considered to include a good mix of dwelling sizes.
- **Residential amenity** – the scheme had been amended to support the residential amenity of the existing neighbour at 7 Home Office Bungalows by introducing a bungalow as its nearest neighbour, and was therefore considered to provide an acceptable standard of living for the existing occupants. The scheme had also been amended in response to concerns raised about the potential overshadowing of new plots due to the proximity of the existing trees. The amended scheme was considered to allow adequate sunlight and daylight penetration for future occupants of the proposed dwellings.
- **Visual amenity** – the Hobbs Warren development to the south of the application site now marked the edge of the village and the new development would result in a continuous frontage from Hobbs Warren to the commercial site to the north, integrating the new development with the nature of existing development in the area. An image was provided to illustrate the potential streetscene along the relevant section of Little Green. Floorplans and elevations for each house type were also shown.
- **Highways and parking** – the existing site access would be retained and had been agreed as part of the outline application. Adequate allocated and unallocated parking had been provided and a swept-path analysis had indicated that vehicles could service the site. Since the site layout would not be to adoptable standards further details regarding roads and footways as well as the future management and maintenance of the internal road layout would be required by condition.
- **Ecology and biodiversity** – the site was considered to be of “low relative ecological and nature conservation value” at the outline stage. A Bat Presence Assessment Report had concluded that there was no evidence of bats using the existing buildings. A number of trees would be removed and a replacement scheme had been proposed. A 10% biodiversity net gain would not be achieved on-site but public open space would be delivered off-site and further details of biodiversity improvements would be submitted in accordance with a condition on the outline approval.
- **Flooding and drainage** – flooding and drainage along Little Green had been a significant issue raised in response to the consultation, and had been a reason for Councillor Sharp’s call-in request for the application to be determined by the Committee. The drainage proposal at the outline stage had included an attenuation basin whereas the current application utilised an attenuation tank. Existing channels would feed into an existing drainage ditch on the opposite side of Little Green. A site map of the proposed drainage scheme was shown to Members to illustrate the intended location of the attenuation tank and other drainage elements, including the use of permeable surface material on parking areas, footways and roads.
- **Other matters** – regarding sustainability and energy efficiency, sufficient information had been submitted with the proposal to satisfy the Building

Control Department and meet the requirements to discharge condition 18 of the outline planning permission (19/00767/OUM).

In summary, there was a presumption in favour of sustainable development and the principle of development was considered acceptable at the outline stage. The application was therefore recommended for approval.

On the invitation of the Chairman, the Democratic Services Officer read aloud the following statement on behalf of Alicia Taylor, an objector to the application:

“As a resident of Cheveley, and neighbour of the Home Office Bungalows site, I object to the last three iterations of the plans for its development for the following reasons:

1) The road in front of the development frequently floods and as recently as 5th March, 2022. Flooding occurs on Oak Lane both outside the Chelton site and at Hobbs Warren, which are located to each side of the proposed development. This road is treacherous in poor weather conditions and the proposed high-density housing will increase surface runoff, exacerbating this issue and causing a serious hazard for local residents. This will certainly be felt severely by residents of nearby Hobbs Warren, for whom the pavement is frequently impassable during the winter impeding access to local services such as the school. The deep road flooding makes vehicular access difficult and dangerous. Access to the Chelton site is also compromised.

The proposed minor changes to the drainage layout will have little impact on reducing runoff to an overloaded water system that is insufficient to deal with the current drainage needs. The sheer density of housing, combined with the lack of open spaces and surface drainage ponds and ditches, is too much for an area which frequently floods prior to any further development.

2) The development still does not have an appropriate mix of housing types; the original proposition had six bungalows and the latest plans only switch out two of the three-bed homes for bungalows and retains the larger houses which were added as an amendment to the original approved plans. This will do little to ensure a balance of demographic groups in this new community.

3) The density of housing will impact the concentration of traffic on the local narrow country lanes which are already heavily used by cars, tractors, horse boxes and indeed pedestrians, due to the lack of pavements along Oak Lane.

4) The proposed high-density housing, with shifted emphasis towards large 4/5-bedroom family homes, will burden the oversubscribed village school.

Thank you for considering my objections in your decision regarding the revisions made to this planning application.”

The applicant’s agent, Adam Tuck, was then invited by the Chairman to address the Committee. He thanked the Planning Consultant for her report and constructive dialogue and stated that since July 2021 he had worked with her to address comments and concerns raised. The scale of some of the properties had been reduced and all had been designed for flexible lifelong accommodation. The overall

layout remained generally in line with the outline approval although some amendments had been made to the details. The outline planning permission had established that 22 dwellings would be acceptable, and had also approved the drainage strategy. He was aware of local concerns regarding drainage and flooding but emphasised that the reserved matters application and detailed drainage information had satisfied the Lead Local Flood Authority that the development would not increase the risk of surface water flooding, and he suggested that it could in fact improve the current drainage of the site by capturing the surface water and discharging it at a very low rate. The site drainage would be maintained by the management company. He considered that the proposal was for attractive high-quality family homes, including five affordable homes for local people, and he urged the Committee to approve the application. He also introduced Antony Kintish who was acting as the receiver for the original applicant and was available to answer questions from Members.

Cllr Trapp commented that he considered the site to be of quite high density and he questioned the provision of only two parking spaces for each 5-bedroom dwelling. He also noted the parking provision for the affordable dwellings and asked how car charging points, or provision to install them, could be provided for each dwelling rather than a communal point since it would be socially divisive for the open-market housing to have the option of individual charging points and the affordable housing not. The agent replied that the 5-bedroom dwellings and their parking provision had been designed in accordance with the requirements of the Local Plan, and whether charging points would be provided for the affordable housing would be at the discretion of the affordable provider. The receiver added that conduits from the properties to individual parking spaces would be possible. At the request of the Chairman, the Planning Manager explained that the addition of a condition regarding the provision of electric car charging points would be at the discretion of Members; it was a policy within the Fordham Neighbourhood Plan but not elsewhere in the District, although referenced in the Climate Change SPD. In response to a question from Cllr Huffer, who supported Cllr Trapp's comments regarding charging points, the receiver suggested that each affordable home could be allocated a parking space and a conduit be provided between the dwelling and the parking space in order that car charging would be possible.

The Chairman then invited the Ward Member, Cllr Alan Sharp, to address the Committee. Cllr Sharp stated that the village was in broad agreement about development on the site, and it had been included in the emerging Neighbourhood Plan. However, the original application had included a better balance of properties, with more of the smaller homes that would enable families to remain in the village. There had been some concerns regarding the developer who had bought the land after the outline permission had been granted, and with whom there had been negative and ongoing issues regarding developments elsewhere in the Ward, including problems with the drainage provided. Those concerns were now reduced following the news that the developer would have no further involvement with the site. The proposal included collection of surface water *via* a permeable surface, draining to a collection point at the junction of the site and Little Green before travelling in pipework under the road to discharge in a private ditch on the opposite side of the road that was owned by one of the studs. Drainage issues were a concern due to the area being very susceptible to flooding. In particular, since the construction of the Hobbs Warren properties, the road completely flooded after any heavy rainfall and the flooding was concentrated close to the proposed site

entrance. A meeting had been held on-site the previous day with experts from the County Council and there were various efforts underway to provide a workable and sustainable solution to the existing problem, but the Committee was urged to include flood and drainage conditions if minded to approve the application.

Cllr Trapp asked whether the principal concern about the drainage was to ensure that the existing drainage issues on the road were not exacerbated by the development. Cllr Sharp agreed that the main local concern was that run-off from the site would worsen the existing problem. He added that it was possible that the proposed permeable surface could improve the situation since there was currently a considerable amount of concrete on the site.

The Chairman invited further comments from the Case Officer and then questions for her from Members. The Planning Consultant reiterated that the Lead Local Flood Authority had removed its objections after receiving additional information, and added that the detailed drainage condition (condition 14) of the outline permission would need to be varied in line with the revised drainage plans.

Cllr Brown queried the earlier mention of a biodiversity condition and the Planning Consultant explained that an appropriate condition had been included in the outline approval. The Planning Manager agreed with Cllr Brown's request that future reports on reserved matters applications for consideration by the Committee should include the conditions of the outline permission.

Cllr Downey asked for an explanation of the affordable housing calculation, since the requirement for five affordable homes was 30% of 18 rather than 30% of 22. The Planning Consultant explained that paragraph 63 of the NPPF 2019 included provision for vacant building credit to encourage development of brownfield sites. The calculation for this site had been agreed with the Housing Officer. In response to a related question from Cllr Trapp she explained that, at the time that the calculations were agreed for the outline permission, it had been considered that two of the six existing bungalows were in a condition that could be kept in residential use, and four were not. Cllr Trapp also asked whether there would be a footpath from the site and the Planning Consultant explained that the outline permission included a condition regarding a footpath that would connect to the footpath from Hobbs Warren.

The Planning Manager reminded Members that the affordable housing requirement had been agreed in the outline permission and secured in the S106 agreement so was not a matter for consideration in determining the reserved matters application for the design and layout of the site.

The Chairman then opened the debate. Cllr Huffer commented that the site was large and would contain a good mix of housing in a reasonable layout. Although she would have preferred the affordable housing to be scattered throughout the site she understood the reasoning for the proposed grouping. She proposed that the application be approved in line with the Officer's recommendation and Cllr Hunt seconded the proposal. The proposer and seconder agreed that an additional condition should be imposed regarding the provision of car charging points. Cllrs Brown and Jones also expressed their support for the application.

Cllr Downey explained that he was not opposed to development of the site in principle but was disappointed by the affordable housing provision. In particular, due to the overall increased size of market dwellings in the reserved matters application as compared with the outline permission, a greater percentage of the bedrooms in the original application had been affordable since local policy considered the proportion of dwellings rather than proportion of bedrooms that should be affordable. He added his support to the suggestion of a condition that would ensure charging points for the affordable homes as well as the market dwellings. Cllr Trapp reiterated the importance of charging point provision and expressed concern about the increase in size of the market dwellings, particularly the additional 5-bedroom properties, and the general inflation in property sizes that was routinely seen through the different stages of a planning application. He also suggested that a future Local Plan should recognise that larger affordable homes were needed in addition to small properties.

Cllr Ambrose Smith commented on the affordable housing, and her hope that advice had been sought regarding the need in the area. The Planning Consultant confirmed that the Housing Officer had agreed with the proposed mix on the site.

Cllr Hunt asked for advice from the Planning Manager regarding the proposed addition of a condition regarding car charging points. The Planning Manager explained that the usual procedure was to require a strategy to be submitted for the provision of car charging points. It was not considered reasonable to insist that all parking spaces had charging points because that may not be possible, therefore submission of a strategy would be required for Officers to assess. Cllr Huffer, as proposer of the Motion, reiterated the importance of the affordable housing having the same level of access to charging points as the market dwellings and the Planning Manager agreed that a note would be added to the file to ensure that Officers included that consideration in their assessment of the strategy when it was submitted.

It was resolved with 8 votes in favour, 0 votes against, and 2 abstentions:

That planning application ref 21/01055/RMM be APPROVED subject to the recommended conditions detailed in Appendix 1 of the Officer's report and an additional condition requiring the submission of a scheme for the provision of electric car charging points for the site.

6. 21/01136/RMM – LAND NORTH OF MARROWAY LANE, WITCHFORD

Toni Hylton, Senior Planning Officer, presented a report (X8, previously circulated) recommending approval of a reserved matters application for the erection of 40 affordable dwellings, ancillary infrastructure, public open space and drainage infrastructure following the demolition of the dilapidated farm buildings, all associated with the outline approval of 18/00778/OUM. She drew Members' attention to the information on the update sheet circulated earlier in the week, confirming that the Lead Local Flood Authority had no objection to the application, and reaffirming Witchford Parish Council's objection.

Members were shown a location plan, aerial view and site photographs to illustrate the site's position with a Hovis development to its east, the A142 to the north, and an award ditch at the southern boundary. A site layout plan showed the proposed

design with a cycle path to the north and a permissive path together with maintenance area retained along the award ditch at the south. A bund with acoustic fencing would be erected near the A142. The proposal was for 100% affordable housing, all of which would be semi-detached, with the following mix: 2 x 4-bedroom houses, 18 x 3-bedroom houses, 16 x 2-bedroom houses, and 4 x 1-bedroom maisonettes together with a total of 80 car parking spaces. Elevations and floor plans were shown for all property types

The main considerations for the application were deemed to be:

- **Principle of development** – the principle of development for 40 dwellings on the site had been established with the approval of the outline application 18/00778/OUM and the site was also allocated in the Witchford Neighbourhood Plan. The proposed density of housing (equivalent to 8 dwellings per acre or 18 dwellings per hectare) was in keeping with the character of the area and made efficient use of the land.
- **Residential amenity** – there would be no overlooking and all gardens were in excess of 50sqm. Conditions restricting additional windows and obscure glazing had been included to ensure the amenities of the adjoining neighbours would be protected for the future. The proposed development was therefore considered to comply with the Design Guide SPD and policies ENV1 and ENV2 in respect of residential amenity.
- **Noise** – a bund and acoustic fencing would be installed. A Noise Impact Assessment had been carried out and accepted by the Environmental Health Officer. Four dwellings would exceed but not at a level considered to cause harm and there were solutions available. A CEMP and working hours restriction had been imposed by condition on the outline approval. The proposed development was therefore considered to comply with policies ENV1, ENV2 and ENV9 in respect of noise.
- **Visual amenity** – a streetscene image was provided looking across the site to illustrate the proposed mix of designs, heights and materials. The proposed development was considered to comply with the Design Guide SPD and with policies ENV1, ENV2, LC1, H1 and H3 in respect of visual amenity.
- **Highway safety** – 80 parking spaces had been proposed, which was considered adequate, and the access was acceptable. No objections had been raised by the Local Highways Authority. The proposed development was therefore considered to comply with policies COM7 and COM8 in respect of highway safety.
- **Cycle/foot path** – the Witchford Neighbourhood Plan included a requirement to set aside land for the delivery of a west-east pedestrian and cycle spine route from Marroway Lane to Common Road through the southern part of the site. However, due to the presence of the award ditch in the south, and following detailed discussions between the agent and the Planning Manager, the developer had instead proposed a compromise that the lit and surfaced spine route would be provided to the north and the permissive path retained to the south. The maintenance requirements of the award ditch included de-silting the ditch and flailing the bank sides approximately every four years, and the resulting materials had to be spread adjacent to the ditch for biodiversity reasons, all of which would require space for machinery and would block a path in that location. The path would also need to be lit, which would have a detrimental effect on the biodiversity, and there was a health and safety concern about having a cycle path

adjacent to a ditch. Since the surfacing and lighting of a path near the award ditch would harm the biodiversity there it would consequently be contrary to the NPPF and policies ENV7 of the Local Plan and GI3 of the Witchford Neighbourhood Plan. A cycleway to the south would also fail to link with the cycleway on the adjacent site and would therefore be contrary to policy T1 of the Witchford Neighbourhood Plan because the connectivity would be lost. It was recognised that locating the cycleway to the north of the site rather than the south would be contrary to policy WFDH1B of the Witchford Neighbourhood Plan, but it was considered that on balance the provision of a cycleway to the north and permissive path to the south was an appropriate compromise.

In summary, the proposal would provide 100% affordable housing and a west-east pedestrian and cycle route. Highway safety and neighbours' amenity would be maintained. The application was therefore recommended for approval.

On the invitation of the Chairman, the applicant's agent, Jake Stentiford, addressed the Committee. He thanked the Officer for her report and stated that the applicant had worked extensively to amend the application in order to satisfy the technical consultees. The proposal included a high standard of design and would be of benefit to the community by virtue of its open space and its contribution to the west-east cycle/footpath route through the village. He had met with Officers and with a representative from the Parish Council several months earlier and had understood from that meeting that the proposal was generally acceptable, but unfortunately the Parish Council had continued to object to the lack of provision of a cycle route to the south. The applicant was pleased to be offering a fully affordable housing site and were keen to start construction in order to be providing homes for local people who needed them. He therefore urged the Committee to approve the application.

Cllr Wilson asked about the relative amounts of rented and shared ownership properties on the site. The agent explained that the housing provider would be Axiom Housing Association who generally provided a balance, and would work with them to ensure an appropriate distribution across the site. The homes would not all be offered as shared ownership properties.

Cllr Trapp commended the inclusion of much-needed 3-bedroom and 4-bedroom properties and asked for confirmation that the homes would be affordable in perpetuity. He also asked about the space needed to maintain the award ditch. The agent confirmed that the shared ownership properties would remain affordable in perpetuity, and the rental properties would remain in the ownership of the provider. The Planning Manager explained that maintenance of the award ditch was the responsibility of the Council, and the Open Spaces & Facilities Manager was satisfied with the plans.

Cllr Ambrose Smith questioned whether 80 parking spaces, equating to two per property, would be sufficient when considering car ownership levels, the potential for individuals to have a work van in addition to a car, and the increasing number of deliveries that households tended to receive. The agent responded that the scheme was policy-compliant and had been developed with the registered provider who had experience of operating many similar sites and was satisfied that the provision was suitable.

Cllr Stubbs asked whether the Witchford Neighbourhood Plan had been considered when designing the site, and questioned whether the compromise proposed regarding the cycle path had added costs to the development. The agent confirmed that the Witchford Local Plan had been consulted and that the proposal was compliant in all areas with the exception of the location of the cycle route. No significant costs had been incurred by including the additional informal walking route to the south, although it had reduced some of the garden sizes.

Cllr Trapp raised the issue of providing charging points for electric vehicles, and asked whether the laybys on the northern side would be for visitor parking. The agent reiterated that the parking provision was policy-compliant and added that they would be willing to accept a condition regarding the provision of charging points.

Cllr Hunt commented that he had attended the meeting between the agent and other parties to discuss the cycle path provision, and the Chairman of the Parish Council had not committed to supporting the proposed compromise, rather he had committed to presenting the proposal to the Parish Council for their opinion.

Cllr Jones asked whether consideration had been given to finding a way to deliver the cycle path in the south of the site, and also whether the informal path next to the award ditch would connect to other footpaths. The agent confirmed that the informal path connected to a path to Orton Drive and then north to the Bovis development. He explained that a cycle path to the south would be impractical and undeliverable due to its impact on the ditch. It also would not connect properly to the spine route which terminated at the north east of the site. The proposed compromise met the objectives of the policy, although not the letter of it. If the entire scheme was to be moved north in order to accommodate a path to the south then dwellings would be within the noise contours and would therefore be contrary to other policies.

The Chairman then invited Parish Cllr Ian Boylett, Chair of Witchford Parish Council, to address the Committee on behalf of the Parish Council. He read aloud the following statement:

“Witchford Parish Council considered the Planning Officer’s report recommending approval of the application at its Council Meeting on 1st June 2022.

The Parish Council has consistently objected to this application on the ground that it is not compliant with the Witchford Neighbourhood Plan. The Neighbourhood Plan was supported by Witchford residents in a referendum in March 2020 when it was approved by a majority of 572 votes to 25. The Neighbourhood Plan was adopted by ECDC on 21st May 2020 and is legally part of the development plan for East Cambridgeshire and is required to be referred to by ECDC when determining planning applications. Richard Kay, ECDC Strategic Planning Manager, has confirmed that the District Council treats the Neighbourhood Plan as part of the East Cambridgeshire Development Plan.

The Parish Council notes that the Planning Officer may be relying on the objections raised by the Parks and Open Spaces Officer at ECDC when reaching the decision to recommend approval. These objections are:

- The cost to provide a suitable surface to enable heavy plant to access and work from the path.
- The need to spread the watercourse arisings from the desilting.
- The maintenance of the watercourse.
- ECDC not wishing to adopt a path in this location, “which is therefore likely to go to a management company which rarely work after a few years”.

The Parish Council is concerned that these comments are outweighing the statutory status of the Neighbourhood Plan. Cost is not a planning consideration. The Parish Council also notes that at the Manor Road development site, which is covered by policy WFDH2 in the Neighbourhood Plan, a similar requirement to provide a cycleway has been incorporated by the site developer without it raising any objection or query. This demonstrates that the requirement to provide the cycleway is not onerous on the developer. The Parish Council also notes that at present the developer is not providing any infrastructure, for example a local play area, to benefit the community. The Parish Council has a policy and a project to provide a cycleway through Witchford, along the southern route as set in the Neighbourhood Plan, right through to Witchford Village College. The Manor Road development site is providing that link and it is also running directly beside a drain ditch. If it can run beside that drain ditch, why can't it run beside this drain ditch?

The Parish Council notes also that the Witchford Neighbourhood Plan was made prior to the first reserved matters application being made by the developer; it therefore contends that the Neighbourhood Plan policy has been available throughout the reserved matters application process and should have been taken into account by the developer in the site layout and design. The Parish Council has no objection to the development of the site, it is only seeking compliance with the Neighbourhood Plan.

The Parish Council asks the Planning Committee to uphold the Neighbourhood Plan and its policies and to refuse the application.”

When asked by Cllr Huffer about the path that the Bovis developer had put by the ditch, Parish Cllr Boylett explained that the path had not yet been installed but the developer was in discussions with the Parish Council. The Planning Manager then advised that the Open Spaces & Facilities Manager should be consulted, and stated that she was unaware that approval had been granted for a footpath along that section of the award ditch, as this did not form part of that application. The Parish Councillor then highlighted a path alongside a ditch nearer to the school and cited that as evidence that it would be possible. The Planning Team Leader explained that although the Common Road - Manor Road development did have a cycleway alongside a ditch, in that case the ditch was filled rather than being an award ditch, therefore the circumstances were different. The intention with the proposed route to the north of the application site was that it would connect to the other cycle routes to reach the school.

Cllr Jones questioned the need to be prescriptive over all of the policies in the Neighbourhood Plan and suggested that the alternative proposal appeared to link up better with the other existing or planned cycleways thereby achieving the aim of the policy. He asked whether the Parish Council would prefer to have seen a plan that included less affordable housing in order to be able to include a cycle way at their preferred southern location. Parish Cllr Boylett explained that the Parish Council's view was that some elements of the Neighbourhood Plan, such as promoting ecological travel, were aspirational, whereas other parts were distinct requirements. The cycle route to the south of the site was a requirement that the Parish Council considered to be sacrosanct. In terms of the site layout, the Parish Council believed that the site could accommodate 40 properties and a southern cycleway.

In response to questions from Cllr Stubbs, Parish Cllr Boylett confirmed that the site had been brought forward as part of the local plan by Witchford and that Witchford had a working party on climate change. Cllr Stubbs asked what the climate change working party's view had been upon hearing that the developer could not accommodate all of the preferences regarding biodiversity, affordable housing, and cycle route location. In particular, she asked for their view on the impact that a southern cycle route would have on the biodiversity of the award ditch. Parish Cllr Boylett stated that the working party had representation on the Parish Council and were in support of the Parish Council's decision to require the provision of a southern cycle route. He also confirmed that the Parish Council had been aware of the award ditch, and that their proposed path would run alongside it, when drafting the Neighbourhood Plan. Cllr Trapp queried whether they had been aware that a cycle path would require several metres of land between the ditch and the path, and that if the whole layout moved further north to accommodate that requirement then the houses would be closer to the noise of the A142. He added that, as a cyclist, the straighter route to the north would be preferable to a path following the bends of the award ditch. The Parish Council Chairman replied that he believed that the Neighbourhood Plan Committee had been aware of the ditch and its implications.

3:32 – 3:45pm meeting adjourned while an issue with the livestream was fixed.

Cllr Wilson asked whether there were any advantages to a southern route rather than a northern route, or whether it was purely a matter of principle. Parish Cllr Boylett explained that there had been strong local support for retaining the permissive path that was in frequent use, and adding an adjoining cycle route so that the two were combined. In addition this would assist the cycle/footpath project linking Marroway Lane to the school. Cllr Wilson suggested that with the permissive path retained and a cycle route linking into the continuous cycle route project, both aims would be achieved and the walkers would also benefit from being separate from the cyclists. The Parish Council Chairman stated that there were shared cycle/pedestrian routes elsewhere in the District and the Parish Council believed that to be the positive way forward.

In response to a question from Cllr Ambrose Smith about the disruption that cyclists would experience during period of maintenance on the ditch, Parish Cllr Boylett stated that it would be no different to maintenance occurring on other paths and cyclists or pedestrians would comply with the restrictions in place.

There being no further questions, the Chairman invited further comments from the Senior Planning Officer and questions for her from Members. The Senior Planning Officer reiterated that the reasons had been given as to why a cycle route adjacent to the award ditch could not be delivered and a route through the north of the site had been proposed instead. If a route to the south was insisted upon then the housing would need to move north to accommodate it and would result in the dwellings experiencing more noise from the A142 and/or fewer affordable homes being delivered. The Planning Team Leader added that the biodiversity impacts of a cycle path immediately adjacent to the ditch would breach the requirements of policy GI3 in the Neighbourhood Plan.

Cllr Stubbs referenced the Parish Council Chairman's comment about importance having been placed on the potential maintenance costs of a southern path, and asked the Officers for their interpretation since she had not read the Open Spaces & Facilities Manager's comments in that vein. The Senior Planning Officer stated that she had understood the concern to be mainly regarding the biodiversity cost. In response to a question from Cllr Hunt, the Officer explained that the District Council was responsible for the maintenance of the ditch and there was no associated cost to the Parish Council.

Cllr Brown requested that a condition regarding the provision of electric car charging points be added to the standard conditions for all similar applications in the future. The Planning Manager agreed, and added that building regulations would be changing later in the month to require charging points but there would be a transitional period for implementation so a temporary standard condition could be used until then.

The Chairman then opened the debate. Cllr Huffer expressed her concern for the biodiversity impact of a tarmac path, with lighting, wide enough for cyclists and pedestrians alongside the ditch. Retention of the permissive path in its existing state, and the addition of a northern tarmac route with lighting that linked to other routes within the village, was in her view a better solution. She recognised that it was not what the Parish Council wanted but she suggested that it was the most practical and reasonable solution. She therefore proposed that the application be approved, in line with the Officer's recommendation, and Cllr Wilson seconded the proposal. Cllrs Trapp and Wilson spoke in favour of the amount of affordable housing that would be provided and agreed with Cllr Huffer's views regarding the existing and proposed paths. Cllr Wilson suggested that most village residents who had voted in favour of the Neighbourhood Plan had probably wanted the benefits of the cycle path with its exact location being of less concern to them. Cllr Brown agreed with all three previous speakers. Cllr Jones expressed scepticism regarding the Parish Council's assertion that 40 dwellings could be accommodated on-site if the layout was moved north to accommodate a southern cycle route, and considered that the application represented a good compromise when all factors were considered.

Cllr Austen questioned how many Witchford residents were likely to purchase the new homes, and the Senior Planning Officer informed her that the Housing Officer had been satisfied that the plans met local need.

Cllr Hunt stated that he was aware of the contents of the Witchford Neighbourhood Plan and of the amount of work that had gone into its development. However, he

represented Witchford and had been trusted by the Ward residents to do the best for them. He believed that the proposal was in the best interests of those who lived locally and, although he was aware of the Parish Council's comments regarding moving the dwellings to accommodate a southern route, he did not consider that being closer to the A142 would be good. As the other Ward Member for Witchford, Cllr Stubbs also spoke of her dilemma since the Parish Council opposed the scheme. She expressed surprise that the climate change working party had supported the objection since it had been shown that it would not be possible to satisfy all the conditions of the Neighbourhood Plan. Biodiversity was very important and the impact of a southern cycle route would cause it to be contrary to policies G13 and T1, which would be complied with under the proposed compromise. She considered the compromise to be a sensible solution, and added that the permissive path would be destroyed if tarmac and lighting were to be used in that location. The developers had clearly worked hard with Officers and the Parish Council to improve on their original plan.

It was resolved with 9 votes in favour, 0 votes against, and 1 abstention:

That planning application ref 21/01136/RMM be APPROVED subject to the recommended conditions detailed in Appendix 1 of the Officer's report and an additional condition requiring the submission of a scheme for the provision of electric car charging points for the site.

7. 22/00347/OUT – LAND EAST OF 79 FORDHAM ROAD, SOHAM

Catherine Looper, Senior Planning Officer, presented a report (X9, previously circulated) recommending refusal of an application seeking outline planning consent for the construction of one dwelling. The only matter to be considered at this stage was access; the matters of appearance, landscaping, layout and scale would be considered at the reserved matters stage if outline planning permission was granted.

Members were shown a location plan and aerial images to illustrate the site's position between the settlements of Soham and Fordham, and in close proximity to a water tower, a haulage yard, and a residential dwelling. Photographs of the site and of the streetscene showed mature boundary hedging to the site and a row of trees subject to tree preservation orders fronting the road immediately to the west of the application site.

The main considerations for the application were deemed to be:

- **Principle of development** – although located within the Parish of Soham there was clear physical separation between the town's development envelope and the application site. Not only was there a significant distance and the presence of a large roundabout and several 60mph roads, but also the landscape between the edge of the town and the site was predominantly agricultural. The Council's position regarding the five-year housing land supply had been covered in detail in the Officer's report and for the particular proposal in this specific location GROWTH2 was considered up to date and should carry full weight. The proposed development was considered to be contrary to GROWTH2 and therefore the principle of development was unacceptable.

- **Residential amenity** – insufficient information had been submitted to demonstrate that future occupiers of the proposed dwelling would not be significantly impacted by the noise of Fordham Road and the A142 and the adjacent haulage depot. The A142 was a class A transport route and both had a 60mph speed limit. It was therefore considered that a dwelling at this location could provide poor residential amenity for its occupiers.
- **Visual amenity** – the general impact of a dwelling at this location could be assessed even though details of appearance, layout and scale, and landscaping would all be matters for a reserved matters application. Given the rural location and physical separation from the nearest settlements it was considered that the introduction of a dwelling would be visually intrusive and out of keeping with the rural setting. It would also further erode the separation between Soham and Fordham causing demonstrable harm to the character of the countryside.
- **Highway matters** – the Local Highways Authority had objected to the proposal on several grounds: the application site red line did not meet the extent of the public highway, there was no demonstration that the necessary visibility splays could be achieved for the intensified use of the access, and the required ungated access width and length from the public highway had not been demonstrated.
- **Other matters** – biodiversity enhancements and drainage details could be secured by condition. A contamination report had been received and consequently Environmental Health had advised that no further investigation would be needed. No information had been supplied in relation to the Climate Change SPD, which weighed against the application but was not sufficient reason for refusal.

In summary, the proposal lay outside the development envelope of Soham and was therefore contrary to policy GROWTH2 since it did not meet any of the exceptions within the policy. No information had been provided to demonstrate that future occupiers would not be adversely impacted by noise from the A142 and Fordham Road and the haulage site; it was therefore contrary to policy ENV2 and the NPPF. It would cause visual harm to the area and there were concerns regarding highway safety. The proposal was therefore recommended for refusal.

On the invitation of the Chairman, the applicant's agent, Andrew Fleet, addressed the Committee. He stated that the application was for a modest family home on a half-acre plot. The intention was for a single-storey dwelling which would result in no demonstrable or significant visual harm. It would be a welcome alternative to the mass housing developments that regularly appeared and it would maintain a sense of rural living but in a sustainable location within walking distance of the amenities of both Soham and Fordham. He referenced the recent appeal decision to the north of Soham that had determined the fringes of Soham to be suitable for further growth, and stated that this application was ideal in that context. He also referenced recent planning approvals for dwellings closer to the road along the same stretch of highway and a recent approval nearer to the A142, which had not required noise assessments. The noise issue could be addressed using a bund, if necessary, and the intention was to retain some of the boundary hedging to assist with privacy and noise reduction. The road between Soham and Fordham contained many dwellings, including a neighbour to one side and directly opposite, as well as the water tower and the haulage business which demonstrated that the site was not in the open countryside. The proposed dwelling, which was intended

to be single-storey, would not be detrimental to the streetscene. Vehicles relating to the haulage business regularly accessed the road without incident and the land could be currently be used for agriculture or livestock, both of which would be likely to result in more frequent and slower-moving vehicles. He suggested that Highways recommendations were regularly challenged, and cited a similar application in West Street, Isleham, that had been approved by the Planning Committee, against the Officer's recommendation because the Committee considered that a similar traffic concern had minimal impact in that instance. He urged the Committee to demonstrate consistency and approve the application.

Cllr Jones questioned whether the agent truly considered the application to be in a similar vein to the recently-allowed appeal at the north of Soham. The agent explained that the similarity was that both sites were located on the fringe of the town. In response to queries from Cllr Trapp, the agent explained that the current access gate for the water tower would move further along the access road in order to accommodate the access for the proposed dwelling, and corrected his comment regarding the plot size: 0.5 acres was the entire piece of land but the application only covered half of the site. He explained to Cllr Stubbs that no noise assessment had been submitted because the client had not requested one. He had also previously submitted two applications along the same road, closer to Fordham, that had been approved without the need for a noise assessment.

The Chairman then invited further comments from the Senior Planning Officer, and questions for the officer from Members. The Senior Planning Officer reminded Members that all matters had been reserved apart from access, and therefore the agent's comments about the intention for a single-storey dwelling were not relevant to the current application. In addition, it had been Environmental Health who had raised the concern regarding noise considerations due to the haulage yard. In response to a question from Cllr Jones about the two nearby applications mentioned by the agent as having been approved without a noise assessment, she suggested that if they were located closer to Fordham they may have been on the 40mph stretch of road rather than the 60mph stretch where the application site was positioned. In addition, due to the way that Fordham Road and the A142 diverged from the roundabout, the sites could be situated further from the A142. She reiterated her previous comment that Environmental Health had raised a noise concern in this case.

The Chairman then opened the debate. Cllr Stubbs stated her disagreement with many of the agent's comments and considered that the location could not be considered rural in terms of traffic and the noise levels. She was also concerned about the sight line being restricted by the retained hedgerow. She proposed that the application should be refused, in line with the Officer's recommendation. Cllr Brown seconded the proposal on the grounds that the development envelopes should consistently be respected and there were no good reasons to go against that in this case. Cllr Trapp agreed with the Officer's conclusions and commented that he had only been able to safely leave the site with the assistance of someone to guide him into the traffic, he therefore considered that egress from the site would be considerably more dangerous than access. Cllr Wilson commented that although he often disagreed with the views of the Highways Authority he considered that in this instance they were correct and approval of the application could result in a serious accident.

Cllr Ambrose Smith expressed the view that although the site was challenging, she considered that it would be possible to design a building that could satisfactorily address the access and noise issues. She suggested that the applicant should be asked to resubmit the proposal with more detailed information.

Cllr Downey was broadly in agreement with Cllr Ambrose Smith's viewpoint and in general he favoured an open-minded interpretation of the development envelopes and definition of open countryside. However, this application was contrary to policies in multiple areas and he was therefore unable to support it.

It was resolved with 9 votes in favour, 0 votes against, and 1 abstention:

That planning application ref 22/00347/OUT be REFUSED for the reasons detailed in paragraph 1.1 of the Officer's report.

8. PLANNING PERFORMANCE REPORT – APRIL 2022

Rebecca Saunt, Planning Manager, presented a report (X10, previously circulated) summarising the performance of the Planning Department in April 2022.

All targets had been met, in part due to the work of Lucy Flintham and the Support Team who had been focussing on reducing the time taken for determination of DIS/NMA. Members' attention was also drawn to the Inspector's decision to dismiss an appeal against the Committee's decision to refuse an application for a care village in Bottisham.

It was resolved:

That the Planning Performance Report for April 2022 be noted.

The Chairman expressed his thanks for an excellent and efficient Planning Department, backed up by the Members of the Planning Committee.

The meeting concluded at 4:39pm.

21/01572/FUM

Land West Of Station Road

Isleham

Cambridgeshire

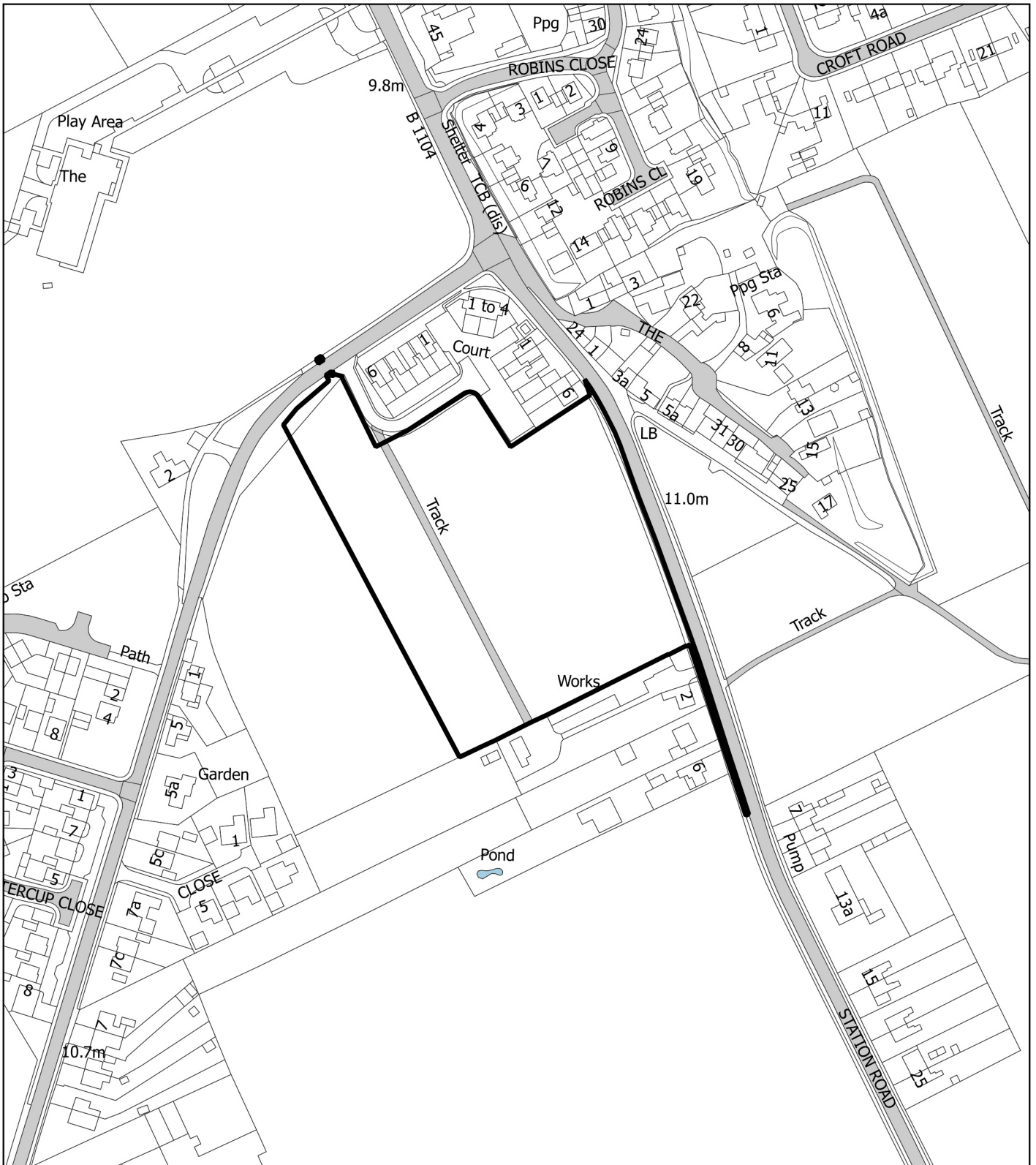
CB7 5GG

Construction of 45 dwellings, new access, estate roads, driveways, parking areas, open space, external lighting, pumping station and associated infrastructure

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=R1N41LGGHCB00>





21/01572/FUM

Land West Of Station Road
Isleham



East Cambridgeshire
District Council

Date: 22/06/2022
Scale: 1:2,500



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MAIN CASE

Reference No: 21/01572/FUM

Proposal: Construction of 45 dwellings, new access, estate roads, driveways, parking areas, open space, external lighting, pumping station and associated infrastructure

Site Address: Land West of Station Road, Isleham, Cambridgeshire, CB7 5GG

Applicant: The Havebury Housing Partnership

Case Officer: Angela Briggs, Planning Team Leader

Parish: Isleham

Ward: Fordham And Isleham
Ward Councillor/s: Julia Huffer
Joshua Schumann

Date Received: 27 October 2021 **Expiry Date:** 12th July 2022
Report Number X30

1.0 **RECOMMENDATION**

1.1 Members are recommended to APPROVE the application subject to the signing of the S106 legal agreement, the conditions covering the following matters, with authority delegated to the Planning Manager and Legal Services Manager to complete the S106 and to issue the planning permission. The recommended planning conditions can be read in full within Appendix 1:

1. Approved Plans
2. Full Time Limit – 2 years
3. Standard Estate Road construction
4. Parking and Turning
5. Standard Estate Road Management
6. Details of the dropped kerb crossing
7. Surface water drainage scheme
8. Surface water drainage during construction
9. Survey of surface water drainage
10. Hard and Soft landscaping implementation
11. Boundary treatment implementation
12. Sample materials to be submitted
13. Tree protection and Arboricultural Impact Assessment implementation
14. Construction Times – standard hours
15. CEMP

16. Piling foundations
17. Biodiversity improvements
18. LEMP
19. Reporting of unexpected contamination
20. Fire Hydrants
21. Energy and Sustainability Statement
22. Broadband
23. Details of the footpath
24. Electrical charging points
25. Details of external lighting

2.0 SUMMARY OF APPLICATION

2.1 The application seeks full planning consent for 45 affordable dwellings, open space, a pumping station and other associated infrastructure. A new access will be created from Station Road with a new pedestrian/cycle link and crossing linking to Fordham Road and to the wider infrastructure within the village and another pedestrian/cycle way link to Station Road. The proposal would comprise of:

- 4 x 1-bed dwellings
- 18 x 2-bed dwellings
- 4 x 2-bed bungalows
- 17 x 3-bed dwellings
- 2 x 4-bed dwellings

2.2 The proposed pumping station will be located adjacent to the public open space, to the north of the site.

2.3 The application is supported by the following documents:

- Planning and Cultural Significance Statement
- Design and Access Statement
- Transport Statement
- Energy Statement
- Affordable Housing Statement
- Biodiversity Net Gain calculation
- Arboricultural Assessments
- Landscape Visual Impact Assessment
- Reptile Survey
- Preliminary Ecological Appraisal
- Phase 1 and Phase 2 Geo-Environmental Desk Study and Assessment
- Noise Assessment
- Archaeological Evaluation Report
- Sustainability for Planning Statement
- Statement of Community Involvement
- Utilities Statement
- Draft Heads of Terms – S106.

2.4 The application is brought to Planning Committee following a call-in from Cllr Huffer for the following reason:

“Following last night’s meeting at Isleham PC, the feeling was that there is considerable local concern about this application and therefore they have asked me to call this into Committee. Whilst they appreciate all the planning reasons for approval, the overwhelming concern for highway safety means they would like their views heard in a public forum”.

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 None relevant to the site.

3.2 Planning history for site adjacent:

04/00270/FUM – Erection of 16 new dwellings for rent and shared ownership: 4x 1-bed flats, 9 x 2-bed houses, and 3 x 3-bed homes – Land Corner of Fordham Road/ Station Road, Isleham. Approved 23rd June 2004.

4.0 THE SITE AND ITS ENVIRONMENT

4.1 The site measures 1.82ha (approx. 4.50 acres) and comprises part of an agricultural field to the south of the village of Isleham, with Station Road forming the eastern boundary. The northern boundary is formed by Lady Frances Court and Fordham Road. To the south of the site are a number of dwelling houses, which front Station Road, where a new dwelling has been approved under Ref: 18/00815/FUL. At the time of the officers site visit, this dwelling had not yet been constructed. The design of the approved dwelling at 2 Station Road, has informed the layout and design of the properties so as to minimise overlooking in this location. To the west of the site is the remainder of the agricultural field that will be accessed via a new access from the estate road. An existing hedge provides screening between the site and Station Road, with a further hedge with interspersed trees separating the application site from the two-storey residential properties of Lady Frances Court (the development approved under Ref: 04/00270/FUM).

4.2 The application site is opposite, but outside, the boundary of the Isleham Conservation Area where it encompasses the recreation ground on Fordham Road, and the closest Listed Building, 45 Mill Street (NHLE ref 1331728; Grade II), is some 150m (492 ft) to the north.

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.

5.2 **Parish Council - 7 December 2021**

Councillors are in agreement over the need for this development within our village but are concerned at the parking implications of this current proposal, especially caused by visitors to the houses immediately adjacent to Station Road itself.

Similarly, although almost certainly compliant with parking standards, the identified tandem parking for plots 37-41 will inevitably result in some cars being left on the highway, especially by residents of some of these larger properties which are likely to have 3 vehicles per household.

We would therefore like to see Havebury redesign these elements of this scheme to include a service road, separating numbers 81-87 from Fordham Road as this will allow both residents and visiting vehicles to park off the main road.

We understand that the Lady Peyton Charity, which currently owns the site have additional land immediately to the west of this site. Moving the layout the required distance to incorporate a service road should not therefore be a significant problem.

It should also be conditional to any approval that a Local lettings agreement is in place, giving priority to people already living in or with direct, recent connections to the village of Isleham.

Parish Council (following amendments) - 5 April 2022

Objection based on the failure to address the vast majority of concerns submitted in our response dated 7.12.21 specifically in relation to the hazards caused by on street parking.

- We believe the nominal number of additional parking spaces will be used by the immediately adjacent properties and will not reduce the anticipated number of visiting vehicles to the site which will almost inevitably park on Station Rd.

- We would expect that should application be approved it should be conditional on the installation of double yellow, (no parking) lines on Station Rd adjacent to the proposed new development.

It was also agreed to request a 'call in' of this application.

5.3 Ward Councillor – Cllr Julia Huffer – 24 May 2022

Following last night's meeting at Isleham PC, the feeling was that there is considerable local concern about this application and therefore they have asked me to call this into Committee. Whilst they appreciate all the planning reasons for approval, the overwhelming concern for highway safety means they would like their views heard in a public forum.

5.4 Cambridgeshire Archaeology - 5 November 2021

I am writing to confirm that an archaeological evaluation of the proposed development area has already been undertaken prior to submission of this application, for which a report of results has been received and approved by this department (Cambridgeshire Historic Environment Record reference ECB6236). No further archaeological works are recommended in mitigation of the impacts of development in this location and we have no objections or requirements for this scheme as proposed.

5.5 Cambridgeshire Fire and Rescue Service - 4 November 2021

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.

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.

5.6 **Local Highways Authority – 22 November 2021**

I do not object to the principle of this application but there are minor points which should be addressed prior to determining the application.

As recommended in pre-application advise with CCC's Highway Development Management Team in March 2019, the applicant has procured a speed survey along Station Road to inform the access design. The access' inter vehicle visibility splays have been calculated using the peak hour 85th percentile speeds. However, all day 85th percentile speeds should be used as vehicles typically travel faster outside of peak times when there is less congestion on the highway network. I note that the speed survey did not collect all day data but using the information available, I calculate the requirement for inter vehicle visibility to the north to be 92m and not 89m. Although minimal, I recommend that the applicant amend their submission to demonstrate that this visibility is achievable for the site access. Otherwise, I do not object to the access. A pedestrian crossing consisting of a dropped kerb will be needed. However, this is a minor detail which can be resolved in a subsequent Section 278 Agreement. A plan should be provided with the application demonstrating that a 2m x 2m pedestrian visibility splay is achievable for any access or private drive which fronts onto Station Road or proposed adoptable highway. Such splays should be measured to the nearside of the footway or carriageway (whichever is closer) and be retained free from at least a height of 0.6m for the lifetime of the development. Whilst the inclusion of a proposed crossing on Fordham Road is welcome, a visibility plan should be provided which demonstrates that suitable visibility of said crossing can be achieved within the existing public highway boundary or land under the applicant's control. This visibility should be aligned with the stopping sight distance relative to the signed speed along Fordham Road (30mph at this location).

The remaining comments below do not form the basis of an objection but are instead provided in the interest of aiding any future Section 38 Agreement for adoption of internal highway. Adoption will only be considered where the development aligns with

the requirements set out in CCC's Housing Estate Road Construction Specification, available from the link below. This response is written on a without prejudice basis to any future agreement.

<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/highways-development>

Two 2.5m shared use paths are proposed, one providing access from Fordham Road and the other from Station Road. The minimum acceptable width of a shared use footway and cycleway is 3m. At 2.5m these should be signed as footpaths only. I also note that they do not connect with any wider cycle infrastructure.

A field access to the adjacent land is proposed. Such an access should be constructed with a bound material for the first 5m from the adoptable highway carriageway.

Permeable paving is proposed for use on driveways and shared private accesses. The LHA does not consider permeable paving to be a suitable means of surface water drainage in isolation of other measures due to the onerous maintenance requirements passed onto residents and the paving's tendency to fail. As such additional measures will be needed to prevent private surface water discharging to the adoptable highway e.g., positive drainage or surface water interception. Failure to provide such measures will limit the LHA's ability to adopt new highway.

The proposed highway drainage strategy is to drain the adoptable highway to an infiltration basin. The LHA will only accept such an arrangement for adoption if the highway drains accommodate highway water only; the basin is first adopted by Anglian Water or another public body with a successor and not a private management company. CCC as the LHA will not adopt infiltration basins. If the basin is to be maintained by a private management company then the LHA will not adopt the highway unless the surface water sewers which discharge to the basin are first adopted by Anglian Water as the local drainage authority. Due to the chalk ground conditions, the infiltration basin (and any private soakaways) will need to be 10m from the nearside edge of the adoptable highway.

Local Highways Authority - 31 March 2022

Subject to the following comments and recommendations:

Based on the revised submission, I do not object to this application.

Visibility splays of 1.5m x 43m within the public highway boundary have been demonstrated for the proposed pedestrian crossing on Fordham Road. I note that including the development landscaped land (which is proposed to be kept grassed), the achievable splays are notably greater. In light of the signed speed limit, this is acceptable.

The applicant has also provided a plan demonstrating the required visibility splays within the site (SK07 Rev C). The 2m x 2m pedestrian visibility splays should be conveyed to any future property owner and kept free from obstruction from a height of at least 0.6m so long as the access / driveway is in use.

In the Flood Risk Assessment and Drainage Strategy Addendum, the applicant states that the infiltration basin will be in excess of 10m from existing public highway and highway proposed for adoption, but private cellular soakaways will not be. Irrespective of the geotechnical advice the applicant has received, CCC will only adopt estate roads in chalk where all infiltration devices are 10m away.

I note that the 2.5m paths to Fordham Road and Station Road are still labelled as cycle links despite the narrow widths. I advise that they be labelled as footpaths only or the widths increased to 3m. Staggered barriers are also not generally advised but where used should be staggered suitably to allow all cycle types through. However, these paths will remain in private ownership, so these comments do not form the basis for an objection.

Where a tree is planted within 5m of highway proposed for adoption, a root protection barrier to a depth of 1.5m is required. This detail should be considered post-planning during detailed design.

I advise that the applicant be asked to prepare a construction traffic management plan prior to the commencement of works.

The adoption of proposed highway will be subject to a Section 38 Agreement of the Highway Act 1980 and comments made within this response are done so on a without prejudice basis to any such agreement taking place. In the interest of avoiding any abortive construction works, I strongly advised that should the applicant be granted planning approval, no construction works take place for proposed adoptable highway prior to the applicant entering into a Section 38 Agreement with the Local Highway Authority.

Subject to the following comments and recommendations/conditions:

- Road(s), footway(s) and cycleway(s) be constructed to at least binder course surfacing level from the dwelling to the adjoining County road.
- Sufficient space provided within the site to enable vehicles to enter, turn and leave the site in forward gear and to park clear of the public highway.
- Details of the proposed arrangements for future management and maintenance of the proposed streets.
- Details of uncontrolled pedestrian crossing of Fordham Road at the junction with the B1104.

5.7 **Lead Local Flood Authority - 24 November 2021**

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

1. Ground Water Source Protection Zone

Section 6.5 of the SPD states that runoff from a site should be of an acceptable water quality to protect receiving waters. The size and number of treatment stages required is based on the level of pollution entering the system and the status of the groundwater into which the site proposes to discharge. It is acknowledged that the water quality index has been met, however as shown in paragraph 4.5 of the application, part of this site is located within Source Protection Zone 1 (inner zone) and therefore additional stages of treatment are required within the proposal. Due to

the sensitive nature of the site, at least 2 stages of treatment would be required to minimise the risk of pollutants entering the ground water. This is to provide environmental protection in the event of a high pollution event or poor system performance.

2. Infiltration Rates

Micro drainage calculations provided for the individual garden soakaways show that a rate of 1.9×10^{-4} m/s has been used, a rate obtained from 2m deep test pits. As indicated on the Foul & Surface Water Drainage Strategy drawings, these private soakaways will have a depth of 0.4m. Due to the infiltration testing conducted at the shallower depth of 0.5m producing a slower infiltration rate of 7.37×10^{-6} m/s, the LLFA do not deem the current use of infiltration testing for 2m test pits as acceptable. Until calculations are submitted for the private soakaways using infiltration rates at a depth as close to their proposed depth as possible, the LLFA cannot support this application.

3. Infiltration Basin

A hydraulic model for the proposed infiltration basin has been provided within Appendix H, and calculations show that the infiltration has been modelled using the parameters of a 'Pump Manhole'. The use of a pump manhole model in place of a basin model creates uncertainty with regards to the accuracy of these calculations. In addition, the use of the pumped manhole does not utilise an infiltration coefficient as expected for the infiltration basin, nor the illustration of the slope of the banks of the basin. In order for the LLFA to support this application, full calculations accurately modelling the proposed basin are required.

Clarity is required with regards to the depth of the basin, as this has not been outlined within the report nor the calculations. The proposed depth of the basin from the top of the bank to the invert is required by the LLFA, along with the proposed bank slopes and any benching, to ensure that the proposed basin is in line with best practice outlined in Chapter 22 of the CIRIA SuDS Manual C753.

Also, within the calculations included in Appendix H, for the infiltration basin during the 30-year storm event, the Half Drain Time has not been included as it was indicated that the structure is too full. This does not allow the half drain time to be calculated within the hydraulic calculations. It must be demonstrated that the half drain time of the infiltration basin is within 24 hours, which is required to ensure that the basin will not be overwhelmed in the event of storms occurring close together. It is acknowledged that the Half Drain Time for the 100-year storm event has been included, however this application cannot be supported until all half drain times are included within the calculations.

Lead Local Flood Authority (following amendments) - 24 March 2022

We have reviewed the following documents:

- Flood Risk Assessment/ Drainage Strategy, Rossi Long Consulting, Ref: 191344, Dated March 2021
- Flood Risk Assessment and Drainage Strategy Addendum, Rossi Long Consulting, Dated: 21 February 2022

Based on these, as Lead Local Flood Authority (LLFA) **we are able to remove our objection to the proposed development.**

The above documents demonstrate that surface water from the proposed development can be managed through the use of soakaways, permeable paving, and an infiltration basin. All water is proposed to leave the site via infiltration.

The LLFA supports the use of permeable paving as in addition to controlling the rate of surface water leaving the site, it also provides water quality treatment before infiltration into the ground. Infiltration basins also act in this multi-beneficial way providing surface water treatment, attenuation and, amenity and biodiversity benefits.

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

We request that conditions are imposed relating to surface water drainage, management of surface water drainage during construction, and survey of the installed drainage scheme to ensure it has been constructed in accordance with the approved plans.

5.8 **ECDC Trees Team - 23 December 2021**

I'm concerned that the fencing round the attenuation pond excessively blocks access to a significant area of open space, this area would be better served if the fencing required were limited to the periphery of the pond thus allowing public access and use of the area. If this area was opened up the ornamental crab Apples could be replaced with edible species thus creating a small orchard.

The attenuation pond planting could also include Willows trees that are native to the locality (Crack Willow, White Willow, Goat Willow, Grey Willow and common Osier) this would soften the man made appearance of the pond. Guidance for the design of SUDS states that SUDS including attenuation ponds should look to create new habitats enhancing nature conservation and amenity space. The use of native Willow trees should be considered as part of the design as they have an important ecological role that relates to their affiliation with wetlands such as found in fenland areas. Willows have a high wildlife value, providing rich habitat and food for a diverse range of organisms. There is evidence of up to 450 species of insect associated with Willows. Willows aid fast stabilization of chemically degraded land surfaces and the re-establishment of a biologically active soil can be achieved using Willow species, which possess the major requirements for plant survival in environmentally disrupted areas such as development sites.

Tolerance of soil chemical contamination is an important requirement for survival in many situations and Willow trees potential can be emphasized by the fact that, of the seven most important metal contaminants in soil, Willow has been reported to have tolerance to at least four (cadmium, copper, zinc, lead). Willows ability to sequester heavy metals and other contaminants in their root systems, halting their circulation within the environment, can be of great practical use when dealing with water runoff. Willows dense root system and high transpiration rates provide efficient control of soil water and high filtering capacity for pollutants, along with continuous growth of some species during the whole growing season, create an efficient dehydration plant that locks up the pollutants. The fast growth of willow can sequester more carbon than softwoods within a single growing season which could prove invaluable in the pursuit of being carbon neutral. The size of the tree can be easily managed by pollarding or

coppicing. The cutting rotation cycle depends on species and growing conditions, and ranges from 3-5 years. Pollarding/Coppicing, minimizes wind damage, enhances branching appearance of willows and supports a higher density of breeding birds.

The tree planting near the properties seem to be overly reliant on a limited selection of species, there are four varieties of Hornbeam trees proposed which equate for 24 of the total 80 trees with 11 Callery pears which means that nearly half of all the tree planting is reliant on only two species this is not the best way to future proof the design. There is a Silver Birch located adjacent to the parking for plot 19 this should be reconsidered as this species is well known for Aphid infestation which causes Honey Dew which is not desirable in proximity to parked cars. Callery pears should be reconsidered if their locations overhanging or are adjacent to parking areas and footpaths as this is unsuitable for their long-term retention. These trees produce soft fruit that can pose a slip/trip hazard as well as making a mess and attracting unwanted insects such as Wasps, Ants etc. The removal of the existing native species hedge along Station Road and its replacement with *Viburnum tinus* 'Eve Price' is not in keeping with the rural nature of this site, it would be more suitable to replace it with a mixed species hedge which would also benefit the sites biodiversity whereas *Viburnum tinus* 'Eve Price' is a relatively sterile species in relation to wildlife only offering limited nesting opportunities. The species I would recommend considering for the hedge are Wayfaring tree (*Viburnum lantana*), Guelder Rose (*Viburnum opulus*), Hazel (*Corylus avellane*), Hornbeam (*Carpinus betulus*), Hawthorn (*Crataegus monogyna*), Crab Apple (*Malus sylvestris*) or Field Maple (*Acer Campestre*).

ECDC Trees Officer (following amendments) – 17 June 2022

The revised soft landscaping is suitable for the location and will aid the sites integration into the wider landscape retaining where suitable the existing vegetation, therefore I have no further objections to this application.

5.9 Conservation Officer - 23 November 2021

The application site is a field on the southern fringe of Isleham. It is opposite, but outside, the boundary of the Isleham conservation area where it encompasses the recreation ground on Fordham Road and the closest listed building, 45 Mill Street (NHLE ref 1331728; Grade II), is some 150m to the north. Given these separation distances and the nature of the other surrounding development, the scheme is unlikely to have more than a neutral impact on any designated heritage assets.

Recommendation: no objection

5.10 Environmental Health - 4 November 2021

Due to the proposed number of dwellings and the close proximity of existing properties 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.

I have read the NIA dated the 24th July 2020 (third issue 20th March 2021). The report suggests that internal LAeq levels cannot be achieved across the entire site with a partially open window and recommends closed windows and trickle ventilation to achieve target levels. I have no objections to this as it is in line with national guidance and policy but I am aware that the LPA are unlikely to find this acceptable and would expect internal levels to be achieved with a partially open window. I can confirm that if you choose to relax the target levels by 5dB (as outlined in the British Standard) then acceptable levels can be achieved with a partially open window across the entire site. However, the LAfmax levels will still be exceeded at Plots 1-11 and so I would recommend that bedrooms on these plots are repositioned on to the opposite (quieter) façade where internal levels can be achieved with a partially open window.

Environmental Health (following amendments) - 21 March 2022

I have read the Acoustician's Letter discussing Plots 1-11. It advises that -

"[...]re-specification of the of the ventilation schedule has been made to ensure rooms do not ventilate directly via the front (road facing) façade. In cases where a rear façade window does not exist, windows to the side elevation have been proposed"

The Letter shows that with these amendments, the proposed method of ventilation meets the recommended internal noise limit values within AVO guidelines for rooms ventilated open-able windows.

This would therefore satisfy the LPA requirements for internal levels to be achieved with a partially open window.

Environmental Health Officer (Scientific Officer) – 23 November 2021

Thank you for consulting me on the above proposal. I have read the Phase I Geo-Environmental Desk Study dated 25th March 2020 prepared by EPS, and the Phase

II Ground Investigation Report dated 15th May 2020 prepared by AF Howland and accept the findings. I recommend that a condition requiring further site investigation, etc. is not required. I recommend that standard contaminated land condition 4 (unexpected contamination) is attached to any grant of permission due to the proposed sensitive end use (residential).

5.11 **Housing Section - 6 December 2021**

The Strategic Housing Team supports the above application as it will deliver 100% affordable housing on site. The developer has indicated that the site will be brought forward as an all affordable housing scheme which will help to meet the needs of those households on the Housing Register.

The developer has advised that they will be delivering 55% rented and 45% shared ownership on site. This percentage will meet the NPPF requirements to deliver 10% affordable home ownership on all sites of 10 or more dwellings.

The affordable housing mix proposed will provide a range of house sizes and will be delivered across various tenures. I note that the Planning Statement refers to the dwelling sizes being in accordance with the Nationally Described Space.

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

1. That the dwellings will be Affordable Housing in accordance with the definition contained in NPPF.
2. 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).
3. 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.
4. That the rent charged for the Affordable Rented properties will not exceed Local Housing Allowance rate for the equivalent property size.
5. 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
6. That the Provider will not dispose of any dwelling by outright sale (except any sale to a tenant under statutory provisions)
7. That occupation will be in accordance with a nomination agreement.
8. That these affordable housing conditions shall be binding on successors in title, with exceptions for mortgagees in possession and protected tenants.

5.12 **Waste Strategy (ECDC) - 19 November 2021**

-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 receptacles 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).

-The Access statements mentions that 'Plots 12 and 13 will have a designated bin presentation point along the proposed main access road as the private shared surface is not designed for refuse vehicle access. Size 3 turning heads has been provided to ensure all other dwellings in the scheme can be serviced by the refuse vehicle.'

However, can the following be addressed/confirmed:

- Where exactly plots 12 and 13 will have their designated waste presentation point?
- Will Plots 1-11 be able to present bins in front of the properties?
- Plots 18 to 25 and 34-40 will have the same issue as plots 12 and 13? This will mean not only long distances for residents to present their waste but also obstructions of pathways by bins on/near collection days especially near plots 32-33, 7 and 41, 8 and 16, 17 and 26. I strongly recommend reviewing this.
- Can vehicle tracking be provided to ensure safe refuse collection operations on the main access road?

5.13 **Anglian Water Services Ltd** - 18 November 2021

ASSETS

Section 1 - Assets Affected

Our records show that there are no assets owned by Anglian Water or those subject to an adoption agreement within the development site boundary.

WASTEWATER SERVICES

Section 2 - Wastewater Treatment

The foul drainage from this development is in the catchment of Isleham 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: Flood Risk Assessment. The sewerage system 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.

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 applicant has indicated on their application form that their method of surface water drainage is via SuDS. The applicant is already in consultation with us regarding the SuDS strategy. The submitted design meets our adoptable standards contained within the Design and Construction Guidance. Subject to S104 technical vetting, Anglian Water will adopt the sewers; partially or in whole.

Section 5 - Suggested Planning Conditions

Anglian Water would therefore recommend the surface water disposal documents be listed as approved plans/documents if permission is granted.

5.14 **Environment Agency** - 5 November 2021

We have no formal comment to make on this application but offer guidance to the applicant.

Environment Agency (following amendments) – 18 March 2022

No further comments.

5.15 **Natural England** - 17 November 2021

Natural England has no comments to make on this application.

5.16 **Design Out Crime Officers** - 5 November 2021

Thank you for the opportunity to comment on this application having looked at the Design and Access Statement (DAS), the plans and crime figures for the last 2 years, I consider this location to be a low crime area. The overall layout of the plan looks good and has back to back gardens, parking in-curtilage and natural surveillance, this office does have some concerns listed below.

Plots 1-11 - This office has concerns in relation to the rear parking for these premises, the residents have no surveillance over their private vehicles and there appears to be limited natural surveillance from other properties, our experience shows that if residents can't see their vehicles they will try to park them where they can be seen, looking at Station Road it appears to be a narrow B road and this could increase neighbour disputes and restrict the public highway and its users. Would it be possible to add a private access road to the front of these properties and relocate the parking to the front of the properties in-curtilage? Alternatively, consideration to reduce the fencing from 1.8m to 1.5m at the rear of these properties with 0.3m trellis to increase the natural surveillance.

Footpath and Cycle Path - The footpaths from Station Road and Fordham Road, both have bends in them, as they will both be new footpaths is there any possibility that these could be straightened? - Ideally footpath and cycle paths should be straight ensuring a clear line of sight, it should ideally be between 2 and 3 meters wide. Please note landscaping, tree crowns should be raised to 2m. The footpath should be lit by columns to BS5489-1:2020 and care should be taken not to place columns within 5m of trees to reduce conflict and damage.

Lighting - It would be good to see a copy of the lighting plan (adoptable and private) including calculations and lux levels when available. For the safety of people and their property our recommendation is that all adopted and un-adopted roads, private and shared drives should be lit by columns to BS548-1:2020. Bollard lighting is only appropriate for wayfinding and should not be used as a primary lighting source for any roads or parking areas, where they are prone to damage. Care should be taken in relation to the location of lighting columns with the entry method for the majority of dwelling burglary being via rear gardens. House security lights should be dusk to dawn bulkhead LED lights.

Sheds for cycle storage - There is no mention with in the DAS around cycle storage, what provisions will there be for cycle storage? If there is to be a shed or cycle storage within the gardens where possible Sheffield cycle stands/hoops should be fitted inside and cemented 300mm into the ground (LPS 1175 SR ½) alternatively Sold Secure

ground anchor plates should be fitted inside the sheds and the sheds should be locked with Sold Secure Hasp and locks.

Developments should 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.

Our office would be happy to discuss "Secured By Design" and measures available to reduce the risk to vulnerabilities of crime and believe if you were to put a residential SBD application forward we believe that this development could achieve accreditation with discussions.

There is no separate information regarding security and crime prevention in the design and access statement (DAS). Crime prevention should be considered as an integral part of any initial design for a proposed development or commercial business. It should incorporate the principles of "Secured By Design", in order to design out crime and reduce the opportunities for crime:

Design Out Crime Officers (following amendments) - 16 March 2022

I have viewed the documents in relation to crime, disorder and the fear of crime. I note my colleagues previous comments and the revised site plan. I have no further comment in relation to the revised proposals at this time.

5.17 **Cambs Wildlife Trust - 1 December 2021**

I see the application includes a PEA report and a separate reptile survey report. Now that the additional survey work has been completed, an Ecological Impact Assessment should ideally be completed for the application to be assessed on ecological grounds. This should include firmer commitments to what habitats will be created and other enhancements for wildlife, which in the PEA are vague. It should also take account of comments made here regarding recreational impacts and Biodiversity Net Gain.

Recreational impacts at local sites has not been considered. Regarding Isleham LNR, Cambs County Council, as managers of the site, have indicated to us that the site is suffering from recreational impacts.

The submitted Ecology report has not addressed the indirect impacts on nearby Isleham LNR, and the associated meadow, from the increase in local population that will result from the proposed application. Isleham does not have any significant public open space. The only accessible "natural greenspace" is the nature reserve and the adjacent meadow and these are already affected by adverse impacts from recreational use. They are, in the absence of any alternative provision by the parish or district council, acting as the de facto natural greenspace and open space for the village. The addition of any new dwellings within the local area will increase visitors to the site and further exacerbate impacts from existing visitors.

While the ideal solution would be to provide an alternative public open space of sufficient size and quality to accommodate a proportion of the visits to Isleham LNR and the meadow, and in particular a significant proportion of the dog walking visits, we are not aware of any plans for such a space. The current development proposal

is also too small to be able to provide the type and extent of open space that would prevent additional visits to Isleham LNR; the onsite provision appears to be a small area of open space in the north, of which, much is taken up by the SUDS feature. This will not provide the sufficient space, variety and natural habitat that many people seek when looking to access open space.

Isleham LNR and the meadow are already receiving more visitors than these habitats can reasonably take, in the context of the need to also preserve the valuable habitats. Therefore, in the absence of any alternative suitable greenspace provision, any new homes built in the vicinity of the site could be expected to result in cumulative impacts at the LNR and the adjacent meadow.

Should this development proposal be acceptable in all other planning terms, I advise that possible solutions to mitigate recreational impacts on Isleham LNR and the meadow, arising from new housing developments, be explored. Possible solutions include setting up a framework for financial contributions to the ongoing management of the site, which could be used, for example, as suggested in the past by Cambs CC (the owners of the site and the meadow), to install fencing to segregate visitors and livestock with a stock-proof fence - this would help to protect the botanical interest of the site and provide a community asset. Identifying an alternative location for dog walking would complement the fencing, giving dogwalkers an alternative green space to visit and exercise their dogs.

In terms of BNG, please can the applicant's ecologist supply the Excel spreadsheet so that a review of the calculations can be made? The open space on the indicative site plan appears to be intended more as a small area of recreational space, with the remainder as a SUDS basin. Therefore, it is not likely to deliver in terms of habitats for wildlife. I assume the SUDs basin is where the marshy grassland is proposed. What confidence is there that wet enough conditions can be maintained continuously long term to achieved 'Fairly good' condition of this habitat type? Overall, much more information is needed on the delivery of new habitats. I would be grateful for the Excel spreadsheet - from there I can add Reviewer comments. I also point the applicant and their ecologist to - British Standards BS 8683, CIEEM & CIRIA, 2016 and CIRA, 2019 regarding what should be aspired to in terms of Biodiversity Net Gain.

Cambs Wildlife Trust (following amendments) - 9 December 2021

- Very little info in PEA re the existing grassland so no evidence available to back up the baseline scoring of the existing grassland (ref also comments made in consultation email re needing a more detailed report, ideally EcIA, but in any case, more detail on various aspects of ecological assessment of the proposals, including the baseline habitats).

- Queries re the proposed new habitats and whether they realistically can achieve what has been stated.

- I have revised the scores in light of my thoughts (although baseline currently left as is: awaiting more info on this) and my changes alter the BNG score for habitats (excl linear) to -4.07% This needs addressing as policy states 'no net loss of biodiversity'. Suggest JBA ecology think about what other habitats can be achieved in the space in the north that is more realistic. Also, to think about what the SUDS basin can deliver for wildlife and how it will be managed. I also reiterate comments to Edward

yesterday on the phone about BNG being a wider strategy than just the spreadsheet, especially on sites where space is tight; encourage some more thought about what else could be delivered. Particularly for reptiles given that the suitability of the site had necessitated a survey (thinking hibernacula) and also bat and bird boxes in appropriate locations, hedgehog houses and gaps in fences for movement of wildlife, info to new residents on wildlife friendly gardening (e.g. peat -free, no pesticides, allowing areas of lawn to grow long, install small ponds etc.)

- query re hedgerows and will await further clarification on this.

Generally, from my point of view trying to review this, the landscape plans were a little difficult - it wasn't clear to me where the new hedgerow is going and which section is being enhanced. I also couldn't find the proposed new areas of scrub - I possibly found them but the codes in the key didn't quite seem to match so unsure on that.

Cambs Wildlife Trust (following amendments) - 1 April 2022

Hedgerows

Query why the native hedge lost along Station Road is being replaced with sections of ornamental non-native hedgerow and could this not comprise native plant species?

Why is the section of hedgerow along the southern boundary so short? Can this not be extended to run further, to alongside no. 20? And why amenity grassland here? Given this is the proposed location for a reptile hibernacula, suggest this should be left as longer grassland with a more species rich seed mix.

Swale

Landscape plans still show this as wet grassland seed mix with marginal plug plants in the basin. It would be wonderful if this was actually going to hold water but swales rarely do and this should be amended to tie in with the BNG Defra Metric Spreadsheet. An appropriate seed mix should be included in the proposals.

Hibernacula

I welcome the inclusion of two hibernacula on the site. Would request please confirmation that these will be built to published specifications ie that in the GCN Conservation handbook (Froglife, 2001). The location for the hibernacula in the south of the site currently seems unsuitable based on the landscape plans (see earlier comment under Hedgerows). The habitat here needs to be amended or the hibernacula moved to a better location on site. The former would be the preferred option to create areas of habitat around the site boundary, not solely in the north of the site.

Bat and Bird Boxes (and fence gaps)

Within a Landscape and Ecology Management Plan that would be recommended as part of planning conditions, this should ensure that lighting on the site does not render these boxes unsuitable. Any conflicts could be resolved by moving the boxes to alternative suitable locations or altering lighting by including hoods/cowls or altering angles or locations to prevent light spill onto box locations.

Alongside the resident information regarding dog walking routes, request consideration be given to providing information as to why gaps have been left in fences, why the bat and bird boxes are so important, the wildflower areas that have

been created in the north of the site and perhaps a few ideas for gardening for wildlife. As leaflets are being created for the dog walking routes, it would be relatively simple to include some more information, which could ensure features included are valued and retained in the long term by residents and promote an appreciation of the landscaping in the north of the site, and encourage wildlife friendly gardening.

Mitigation for Isleham LNR and associated meadow

I welcome the dog walking information and the map with alternative routes on. I think this information was clear and provides a useful level of information. Further detail should be sought at a later stage of the project, should you be minded to grant permission, to clarify when these information leaflets and maps will be produced and delivered, and by whom.

As discussed, I am still keen to explore the option for some financial contribution to fencing mitigation measures at the LNR, which would be utilised by CCC to reduce impacts from dog walkers on the biodiversity of the site, whilst retaining access to the path. I think this is worth exploring because I don't believe the greenspace provision on the site will be much used by dogwalkers, who tend to seek longer routes to walk. The same is true of the nearby rec, although I appreciate it can be used for times when people seek a shorter trip out with their dog. The damage currently experienced at Isleham LNR does illustrate that the site and meadow are favoured by local dog walkers, favouring a walk in a more natural setting, and it seems reasonable to assume that this level of usage will not decline at present time.

Should you be minded to grant permission, I recommend that a requirement for a Construction Environmental Management Plan (CEMP) and Landscape and Ecology Management Plan (or similarly entitled document) be included as a suitably worded planning condition(s) to ensure that all of the ecological mitigation, compensation and enhancements as set out in the EclA are delivered within the scheme.

The LEMP should include

- o Details about how habitats described in the Biodiversity Net Gain Assessment will be created and managed long term, including timescales, seed mixes, ground preparation, management techniques to deliver botanical species-diversity and monitoring. It should also set out who is responsible for the various actions.
- o It should also include information about how the lighting plans have been reviewed in relation to bat and bird box locations to ensure there is no conflict.
- o It should also confirm when the information and regarding dog walking route will be delivered to residents and who will be responsible for this.

Cambs Wildlife Trust (following amendments) – 15 June 2022

I have reviewed the Defra Metric spreadsheet and accompanying statement from James Blake Associates. I am broadly content with the calculations and what is being proposed. I agree that the % gains can be considered proportionate when other enhancements for species are taken into account (hibernacula, bat boxes etc). The delivery of these should be secured by way of an appropriately worded planning condition, with comments and suggestions I made in my email of 1st April 2022 being taken into account.

I have two comments on the BNG calculation –

1. Using MAGIC to measure areas of habitats and lengths of hedgerows is not accurate and would advise against this in the future.
2. For applications in and around Isleham, selection of the category 'Location ecologically desirable but not in local strategy' would be more appropriate; Isleham is close to several priority areas in Cambs such as the Soham Commons and also Chippenham Fen.

Given timescales and where this project is at in the planning process, I am minded not to insist on these changes to these BNG calculations, but highlight them here for future information.

5.18 **Technical Officer Access** - 30 November 2021

The spacing of the staggered barriers on the 2.5m footpath/cycleway should be sufficient to allow a wheelchair to negotiate. They should also be colour contrasted to accommodate those with a visual impairment.

The entrances to the footpath should indicate which side of the path is for pedestrians and which for cyclists.

Including bungalows in the housing mix is welcomed. Bungalows tend to be favoured by people who find stairs difficult, they often have physical impairments. The site layout places the bungalows with access from roads with no footpaths, they are not designed as to how the site will be used safely or practically as refuse/recycling lorries are anticipated not to be using the shared space area. Therefore, the bungalow residents will have to transport their bins up to the main road or more likely the Council will need to provide back door collection services.

There is a moratorium on shared space. Shared space is inaccessible for blind or partially sighted people because you do not know if you are walking on the road. Mobility aids such as canes and guide dogs have no reference to go on to indicate whether someone is on the road or the pavement. Shared space is also inaccessible for people with a number of different disabilities and access requirements due to the nature of pedestrians and cars sharing the same surface.

Where it is suggested people who live on the shared streets should put their bins out in a designated area, this will clutter the pavement near these shared space developments and make the pavements impossible, if not incredibly difficult for disabled people and people with access needs to walk along the pavement.

5.19 **CCC Growth & Development** – 16 November 2021

5.20 The County Council have asked for the following education contributions to mitigate the development:

Early Years = £114,047.50 (for new primary school with early years provision)
 Primary School = £309,557.50 (for new primary school with early years provision)
 Secondary School = £162,802.20 (expansion of Soham Village College)
 Libraries = £1,687.50 (mobile library service)
 S106 Monitoring fee = £150
Total = £558,244.70

- 5.21 **Strategic Planning** - No Comments Received
- 5.22 **Parks and Open Space** - No Comments Received
- 5.23 **NHS England** - No Comments Received
- 5.24 A site notice was displayed near the site on 9 November 2021 and a press advert was published in the Cambridge Evening News on 11 November 2021.
- 5.25 **Neighbours** – 52 neighbouring properties were notified; 4 responses were received and are summarised below. A full copy of the responses is available on the Council’s website.

- Loss of privacy/light;
- There is already a substantial housing development on Fordham Road;
- Over-bearing drain on the infrastructure, including schools, roads and other amenities;
- This development takes away from the form and character of the village;
- Loss of natural wildlife areas;
- Safety of drivers and pedestrians compromised;
- When there are football matches on weekday evenings and Saturday mornings, cars park all along the Recreation Ground, narrowing so much that the road effectively becomes difficult single lane road. More traffic from further housing will be dangerous for pedestrians’ access;
- Local Co-op isn’t big enough to house enough to supply the village and become unfit for purpose as it is;
- The proposed entrance to the site is impaired. The road is quite narrow as it is and with widening the path will make the situation worse;
- Existing Doctor’s Surgery already at capacity;
- Bloor Homes are already building affordable housing;
- Additional cars in the village causing noise/traffic/pollution;
- House values affected;
- Affordable housing estates can look scruffy over time;
- This is a Conservation Area;
- Staggered barriers are inappropriate and not wide enough and can prevent access for larger cycles and disabled people, so should not be used.

6.0 The Planning Policy Context

6.1 East Cambridgeshire Local Plan 2015

GROWTH 2	Locational strategy
GROWTH 3	Infrastructure requirements
GROWTH 5	Presumption in favour of sustainable development
HOU 1	Housing mix
HOU 2	Housing density
HOU 3	Affordable housing provision
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 11	Conservation Areas
ENV 14	Sites of archaeological interest
COM 7	Transport impact
COM 8	Parking provision
ISL 1	Housing allocation, land south and west of Lady Frances Court

6.2 Isleham Neighbourhood Plan 2022

Policy 1a	Housing Growth
Policy 1b	Housing Types
Policy 1c	Site allocation ISL7 – Land off Fordham Road
Policy 2	Isleham’s Development Envelope
Policy 3	Character & Design
Policy 6	Heritage Assets and Locally Important Buildings and Structures
Policy 7	Biodiversity & Habitats
Policy 9	Pedestrian Access & Public Rights of Way
Policy 10	Car Parking
Policy 11	Cycle Parking and Storage

6.3 Supplementary Planning Documents

Developer Contributions and Planning Obligations
 Design Guide
 Contaminated Land - Guidance on submitted Planning Application on land that may be contaminated
 Flood and Water
 Natural Environment SPD
 Climate Change SPD

6.4 National Planning Policy Framework 2021

- 2 Achieving sustainable development
- 4 Decision-making
- 5 Delivering a sufficient supply of homes
- 8 Promoting healthy and safe communities
- 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 & enhancing the historic environment

6.5 Planning Practice Guidance

6.6 National Design Guide PPG, 2019

7.0 PLANNING COMMENTS

- 7.1 The main considerations in determining this application is the principle of development, visual amenity, design and layout, residential amenity, highway safety and car and cycle parking, flood risk and drainage, biodiversity, trees and landscaping, and other matters.
- 7.2 **Principle of Development**
- 7.3 This application seeks full planning consent for the development of 45 affordable dwellings, public open space, a pumping station, and associated infrastructure, at land west of Station Road. The site is partly inside and partly outside of the development envelope of Isleham and outside of Isleham's Conservation Area. However, the site is considered to be well-related to the village and its local amenities, close to the village's recreation ground and existing built form.
- 7.4 Policy Growth 2 of the Local Plan, 2015, is relevant and sets out the locational strategy for the district, focussing most new developments around the market towns of Ely, Soham and Littleport. More limited development will take place in villages which have a defined development envelope, thereby helping to support local services, shops and community needs. Outside defined development envelopes, development will be strictly controlled, having regard to the need to protect the countryside and the setting of towns and villages. Development outside of the development envelopes will be restricted to certain categories listed under policy Growth 2, including (among others) affordable housing exception schemes and specific allocations in the Local Plan.
- 7.5 With regard to the affordable housing exception scheme criterion of Policy Growth 2, the proposal would be partly within the development envelope (the top part near Fordham Road) and partly outside of it. Policy HOU4 of the Local Plan relates to affordable housing exception sites which state that these types of development can make an important contribution to meeting local housing needs. The proposed development, if assessed against this policy, is considered to comply with this policy. Policy 1b of the Isleham Neighbourhood Plan relates to housing types and requires new developments for residential use to provide a mix of house types and sizes to ensure a diverse community resides within the village: specifically, proposals which provide two bedroomed dwellings, meet the needs of an ageing population and are suitable for lifetime occupation will be supported. The policy also refers to rural exception sites and requires applications to demonstrate that it meets an identified local need which cannot be met within the development envelope.
- 7.6 With regard to the specific allocation in the Local Plan criterion of policy Growth 2, the site is allocated in the current Local Plan under policy ISL1 – housing allocation, land south and west of Lady Frances Court, for residential development of approximately 15 dwellings. The proposal would not wholly accord with this as the proposal would be for 45 dwellings, although it could be argued that policy ISL1 is considered out of date as it has been superseded by a more up to date policy within the Isleham Neighbourhood Plan. The Isleham Neighbourhood Plan, 2022, is a material consideration and allocates a larger site for approximately 45 dwellings (including the 15 originally identified for policy ISL1). Further assessment of this follows in the next paragraph.

7.7 The site, subject of this application, is an allocated site in the Isleham Neighbourhood Plan under policy 1c and referenced in policy 1a, for an area of approximately 1.57ha (3.88 acres) at Fordham Road, allocated for approximately 45 dwellings. The site is also identified on the Isleham Policies Map as part of the Local Plan, 2015, (Policy ISL1 – Housing allocation, land south and west of Lady Frances Court – 0.56ha (1.38 acres) of land is allocated for residential development of approximately 15 dwellings). The application was submitted prior to the Isleham Neighbourhood Plan being adopted, however policy 1c has been adapted to accommodate the quantum of houses proposed including the 15 originally identified for policy ISL1. The Isleham Neighbourhood Plan is the most up to date plan, therefore significant weight is given to this policy and the proposed development is considered to accord with this policy.

7.8 The National Design Guide, 2019, is a Planning Practice Guidance document which supports the Council's Local Plan and SPDs and provides guidance in terms of design. The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice and therefore is a useful tool to be read alongside our Local Plan Policies and our Design Guide SPD to encourage good design. The National Design Guide encourages well-designed places to have individual characteristics which work together to create its physical character. The National Design Guide identifies 10 main characteristics to help to nurture and sustain a sense of community and they all contribute towards the cross-cutting themes for good design set out in the NPPF. These characteristics are: Context, Identity, Built Form, Movement, Nature, Public spaces, Uses, Homes and buildings, Resources and Lifespan. These characteristics are all echoed within our Local Plan across a number of policies.

7.9 Therefore, it is considered that the proposed development is acceptable in principle and accords with policy Growth 2 of the Local Plan, 2015, and policy 1c of the Isleham Neighbourhood Plan, 2022.

7.10 **Visual Amenity, Design and Layout**

7.11 In terms of visual amenity, design and layout, Policy ENV1 of the Local Plan, 2015, relates to landscape and settlement character. The policy requires development proposals to demonstrate that their location, scale, form, design, materials, colour, edge treatment and structural landscaping will create positive complementary relationships with existing development and will protect, conserve, and where possible enhance the natural environment, within the site and around it. Policy ENV2 of the Local Plan seeks that all new developments will be designed to a high quality, enhancing and complementing local distinctiveness and public amenity by relating well to existing features and introducing new designs. All new development are expected to ensure that the location, layout, scale, form massing, materials and colour of buildings relate sympathetically to the surrounding area and each other, as well as creating quality new schemes in their own right. Policy 3 of the Isleham Neighbourhood Plan relates to Character and Design and requires all new developments to deliver high quality design through:

- Delivering a quantum of development that is appropriate for the site, taking into account the site size and shape, making the best use of the site given its context;

- Responding to key features on the site such as trees, hedges, topography, and buildings and retaining them as part of the scheme wherever possible;
- Responding to important characteristics of the surrounding area including views, buildings and their materials and design features, building heights, space between buildings, heritage assets, and trees;
- Introducing visual interest from the surrounding area through the overall design, orientation and position of buildings, architectural details, landscaping and materials, particularly when viewed from publicly accessible areas;
- Providing a mix of dwelling styles and sizes where appropriate;
- Ensure the height of new development is reflective of the low (two storeys or fewer) character of present development in the village;
- Including a robust green landscaping scheme that is appropriate for the site and links well with surrounding green infrastructure;
- Providing adequate amenity space for future occupiers of the properties;
- Not resulting in unacceptable impacts on the amenity of occupants of neighbouring or nearby properties;
- Providing buildings and spaces that are accessible, inclusive and safe;
- Using high quality materials throughout the scheme; and
- Utilise latest technologies and materials to ensure the highest possible level of energy efficiency including the installation of solar panels on all new developments.

7.12 The proposal seeks to make efficient use of land with a proposed density of 25 dwellings per hectare (10 dwellings per acre) and is considered to comply with Policy HOU2 of the Local Plan, 2015. The principle strategy for the proposed scheme is to create high quality affordable housing, whilst respecting the existing built form within the surrounding area. Lady Frances Court, is a development of 16 dwellings, all 2-storey in height, fronting Fordham Road and Station Road and the junction of these two roads. This development was approved in 2004 under Ref: 04/00270/FUM. The proposed dwellings would be a mix of single storey and two storey dwellings to blend in with this existing character and the edge of settlement location. The site also benefits from existing hedgerows along the Station Road boundary and Fordham Road boundary, and therefore is not completely visible. The existing boundary vegetation is to be retained, where possible, and enhanced as necessary as part of the proposal; although, the existing hedge along Station Road will be removed to facilitate the new access, however new native planting is proposed to the rear of the visibility splays and within the site.

7.13 The site is currently a pocket of agricultural land between Fordham Road and Station Road. A new access will be created from Station road to serve the development, with the associated visibility splays to ensure safe access and egress. In terms of the general layout of the proposal, the buildings have been orientated onsite so that they respond well to the local site context taking advantage of the site's opportunities. Dwellings have been sited and orientated in a similar fashion to the existing adjacent buildings surrounding the site, creating a sense of place and familiarity to the built form and continuing the urban grain, but also respecting the edge of settlement location, out towards Station Road where development is more sporadic. The design approach is modern and uses interesting brick work, known as snap header brickwork panels which features on parts of the elevations of some of the dwellings. This is where part of the brick end protrudes from the wall façade

creating a feature and interest in the elevation. Whilst this is not characteristic of Isleham, it shows innovation, creativity and distinctiveness, which should be encouraged.

- 7.14 Habitable rooms have been positioned to allow direct access to the outdoor amenity spaces, creating a sense of community. Dwellings have been designed to limit the impact on the existing adjacent dwellings by their careful positioning against the boundaries of the site and the positioning of windows on elevations. The layout and design also provide variety and interest in the street scene with staggered building lines and providing chimneys to add interest to the roof scape, to reflect the character of Isleham. In terms of roof heights, the proposed dwellings are mainly 2-storey which vary between 8.5m – 9m (28 – 29.5ft) across the site, giving a good variety in building heights. The single storey dwellings would measure 5.5m/18ft. All of the dwellings would be affordable and the proposal has been designed to ensure that all of the properties are tenure blind and that they conform to the national internal space standards.
- 7.15 In terms of movement and connectivity, the footpath along Station Road will be widened to 2m (6.5ft) providing connection from the site to the rest of the village. Two new 2.5m (8.2ft) wide pedestrian/cycle links (as referenced on the submitted plan) are also proposed linking to Station Road and Fordham Road, with a dropped kerb crossing at the Fordham Road end, to allow for safe pedestrian crossing and connection beyond the site. Appendix 5 of the Isleham Neighbourhood Plan provides detailed design guidance. The detailed design guidance compliments Policy 3 in the interests of delivering high quality designs. It is considered that on this basis, the proposal follows this guidance and is acceptable.
- 7.16 The Designing out Crime Officer raised concern regarding the surveillance through plots 1-11 and has recommended that the fencing between plots are reduced from 1.8m to 1.5m with 0.3m trellis to increase natural surveillance. An amended fencing plan was submitted which shows the fencing brought down to 1.5m with 0.3m trellis on top and therefore is now acceptable.
- 7.17 In terms of the landscape visual impact, the site would fill in a gap between two main roads and continue the built form from Lady Frances Court. Long distance views to the site from Station Road and Fordham Road, are currently limited due to the existing landscaping that bounds the site. It is acknowledged that some of this landscaping will be removed, however, it is considered that this would not be detrimental to the landscape visual impact of the area as the proposal would be set against the backdrop of existing built form and would still retain a degree of openness to the south of the site, where there is sporadic built form.
- 7.18 In relation to materials, the development proposes a good range of different materials for the dwellings, which contrast well with the materials palette of Isleham. The colours are also acceptable. The bricks would be a soft buff and a red multi brick with double soldier course, corbelling, dental eaves detailing and snap header panels. The proposed tiles would be concrete slate effect tiles, or rustic red or brown concrete pantiles/plain tile. Render would also feature, which is proposed to be off white. Window detailing, and patio doors, would be mid grey uPVC. Samples of the materials would be secured by condition to ensure a high-quality materials palette is proposed throughout.

- 7.19 In relation to the public open space, adequate space amounting to 3563sqm/38351sqft (including the 616sqm/6630sqft of SuDs) is provided to the north of the site. The site is also in close proximity to the village's recreation ground opposite Fordham Road, which will provide complementary open space to serve future occupiers. In accordance with the open space formulae in the Developer Contributions SPD, the quantum of informal open space would comply and it is therefore considered that the provision of on-site public open space is acceptable.
- 7.20 It is therefore considered that in terms of layout, density, design and landscape impact, the proposed development is acceptable and complies with Policies ENV1, ENV2 and HOU2 of the Local Plan, 2015, Policies 1c and 3 of the Isleham Neighbourhood Plan, 2022, the Design Guide SPD, the Developer Contributions SPD, and chapter 12 of the NPPF.
- 7.21 **Residential Amenity**
- 7.22 Policy ENV2 of the Local Plan expects all new development proposals, including new buildings to ensure that there is no significantly detrimental effect on the residential amenity of nearby occupiers, and that occupiers and users of new buildings, especially dwellings, enjoy high standards of amenity. Policy 3 of the Isleham Neighbourhood Plan also expects all new developments to provide adequate amenity space for future occupiers of the properties, and not result in unacceptable impacts on the amenity of occupants of neighbouring or nearby properties.
- 7.23 The Design Guide SPD provides guidance on plot sizes and rear amenity spaces. The proposal would accord with this guidance and would provide a minimum of 50sqm/538sqft for rear amenity space for each plot. This is therefore considered to be adequate for future occupiers.
- 7.24 In relation to the impact on nearby neighbours, the properties that would be directly affected would be those properties at Lady Frances Court and 2 Station Road. It is considered that the design of the proposal respects the relationship with the adjoining neighbours and all positioning of windows/doors have been carefully placed to avoid any significant over-looking. The distance between the proposal and existing built form is also considered to be acceptable and there are adequate distances between properties within the site to avoid over-looking between future occupiers. It is considered that the building heights are also acceptable and would not have a significant impact on residential amenity for either adjoining neighbours of future occupiers.
- 7.25 Plots 1 -11 of the proposal all face along the Station Road frontage. Station Road is a 60mph road, until near Lady Frances Court when it drops to 30mph. Policy ENV9 of the Local Plan relates to pollution and expects all developments to minimise and where possible reduce all emissions and other forms of pollution, including light and noise pollution. The Environmental Health Officer raised concerns regarding plots 1- 11 facing Station Road and their potential exposure to higher noise levels from traffic, and suggested design solutions to overcome this issue. The applicant submitted a response to the Environmental Health Officer's concerns which provided noise level maps to show the extent of the impact on these dwellings. The response also explained that the re-specification of the ventilation schedule has

been made to ensure rooms do not ventilate directly via the front (road facing) façade. In cases where a rear façade window does not exist, windows to the side elevation have been proposed in order to gain natural ventilation into these rooms, without relying on mechanical ventilation. This is considered to be acceptable and would minimise the noise impact from the traffic along Station Road.

- 7.26 It is therefore considered that the proposed development would not have a significant impact on neighbouring properties, or future occupiers and complies with Policies ENV2 and ENV9 of the Local Plan, policies 1c and 3 of the Isleham Neighbourhood Plan, and chapter 12 of the NPPF.
- 7.27 **Highway Safety and parking provision**
- 7.28 Policy COM7 of the Local Plan, 2015, seeks all new development to provide a safe and convenient access to the highway network, and provide a comprehensive network of routes giving priority for walking and cycling. Policy 3 of the Isleham Neighbourhood Plan seeks development proposals to deliver high quality design through providing buildings and spaces that are accessible, inclusive and safe.
- 7.29 The site would be served by a new access from Station Road. This access would afford visibility splays of 2.4m/7.87ft x 88.9m/292ft to the north and 2.4m/7.87ft x 120m/394ft to the south. The internal road layout would also provide a 5m/16.4ft wide carriageway with 2m/6.56ft footpaths either side, designed to adoptable standards. The layout would also create shared surface drives of 5.5m/18ft wide carriageways with 0.5m/1.6ft service strips either side. A new dropped kerb crossing is also proposed across the Fordham Road, to ensure safe connectivity for pedestrians/cyclists. Size 3 turning heads have also been provided, at the termination of the shared surface (on the south west) and at the end of the proposed main access road. The turning heads will allow fire tenders and refuse vehicles to navigate the site easily. Field access to the neighbouring agricultural land has also been incorporated at the end of the main access road.
- 7.30 The Local Highways Authority have raised no objection to the new access nor to the new crossing on Fordham Road or the internal road layout, subject to conditions relating to road construction, parking and turning, and details of the future management and maintenance of the proposed streets within the development, and a non-standard condition has been recommended to request details of the uncontrolled pedestrian crossing on Fordham Road at the junction with the B1104. The Local Highways Authority have commented that the proposed 2.5m/8.2ft wide pedestrian/cycle link, as annotated on the proposed site layout plan would not be wide enough to meet adoptable standards. The adoptable width standard is 3m/9.84ft for a shared pedestrian and cycle way link. On balance, whilst this would not conform to adoptable standards, it is considered that the links would be within private ownership and they would not provide a strategic link through the site and would essentially serve a limited number of people from the site. The Local Highways Authority have not raised an objection to the links and have not advised that it would create a significant highway safety issue, as per paragraph 111 of the NPPF. It is therefore considered, on balance, that this element is acceptable.
- 7.31 In relation to parking provision, Policy COM8 of the Local Plan is relevant. Policy COM8 requires all new development proposals to provide adequate levels of car

and cycle parking, and make provision for parking broadly in accordance with the Council's parking standards. Policy 10 of the Isleham Neighbourhood Plan requires development proposals to meet parking standards in the Local Plan as a minimum and proposals which exceed this minimum will, in principle, be welcomed, provided this does not give rise to a poor-quality design overall. The policy also requires residential development to incorporate on-plot vehicle parking and justification for any on-street or courtyard car parking. Furthermore, the policy expects proposals to include facilities for electric plug-in vehicles with an adequate number of electrical charging points in a convenient location to charge vehicles in each allocated car space.

7.32 The proposed development proposes a majority of on-plot car parking, except for visitor car parking which are allocated in specific areas within the development and two areas of courtyard parking (between plots 11 and 12 and 18, 19 and 20). The proposed development uses a mixture of tandem and side by side parking to minimise cars dominating the street scape and provide convenient places for residents to park. 96no. car parking spaces are proposed, which is slightly over the car parking requirements of 2 spaces per dwelling, (as per the Council's car parking standards – 90 spaces would be policy compliant). Plots 16, 17, 27, 28, 29, and 30 all have 3 tandem parking spaces each. 13no. visitor parking spaces have also been distributed throughout the site to ensure visitors can also park off-road. This would be 2 spaces beyond the policy compliant requirement for visitor car parking provision. From the plans submitted, it appears that less than 50% are tandem car parking spaces. Therefore, in terms of overall car parking provision, the proposed development over-provides car parking spaces by 6 spaces, plus the 13no visitor spaces. The courtyard parking arrangements are considered acceptable as they are suitably located near to an entry point of the dwellings they are serving, as per the requirements of policy 10 of the Isleham Neighbourhood Plan. These spaces have been designed so they would not impact or interfere with pedestrian or vehicle movements, in accordance with Policy 10 of the Isleham Neighbourhood Plan and have been designed well to ensure there is a clear connection between the car parking element and the plots that they would serve. There are no on-street car parking spaces proposed and all of the spaces are allocated to a plot or is a visitor space located either by the side of the open space, or within an area of allocated car parking. The proposal does not include details of electrical car charging points. However, the layout and design of the proposal would be able to accommodate this requirement and as such a condition is recommended to ensure that an appropriate scheme can be achieved on-site.

7.33 In relation to cycle parking, Policy 11 of the Isleham Neighbourhood Plan is relevant and requires residential development to be accompanied by adequate, safe and secure cycle parking. This may be provided within garages where this will not affect parking spaces relied on for cars or can be accounted for within private garden spaces where the garden has easy direct access and is of adequate size to accommodate a cycle shed and adequate amenity space for the dwelling. It is proposed that a 1.8m/5.9ft x 1.2m/3.93ft shed is provided within each individual rear garden, fitted with Sold Secure ground anchor plate for cycle storage and Sold Secure hasp and lock. This would be adequate to safely accommodate 2 (or more) cycles per dwelling and would comply with Policy COM8 of the Local Plan and Policy 11 of the Isleham Neighbourhood Plan.

7.34 In relation to the comments from the Access Group, specifically the concerns they raise relating to shared spaces in developments, the County Highways team have advised the following:

While authorities need to ensure that all schemes are designed with the needs of different users in mind, and satisfy their obligations under the equalities legislation, the focus of the pause is on level-surface schemes in areas with relatively large amounts of pedestrian and vehicular movement, such as high streets and town centres (outside of pedestrian zones). The pause does not apply to streets within new residential areas, such as appropriately designed mews and cul-de-sacs, which take into account the relevant aspects of the NPPF and associated guidance.

7.35 As stated above, the pause does not apply to streets within new residential areas and therefore we cannot reasonably request that the layout is amended to reflect this.

7.36 It is therefore considered that the proposed development complies with policies COM7 and COM8 of the Local Plan, 2015, and policies 3, 10 and 11 of the Isleham Neighbourhood Plan, 2022.

7.37 **Flood Risk and Drainage**

7.38 Policy ENV8 of the Local Plan is relevant and relates to Flood Risk. The policy requires all new developments and re-developments to contribute to an overall flood risk reduction. New developments should normally be located in Flood Risk Zone 1. The Flood and Water SPD is also relevant. Policy 1c of the Isleham Neighbourhood Plan requires any application for this site to protect and enhance the water environment, the design of the scheme should incorporate the Environment Agency's groundwater protection hierarchy, promote sustainable design, incorporate necessary mitigation measures and account for climate change. The policy also goes on to require SuDs and states that infiltration SuDs must meet the criteria in Groundwater Protection Position Statements G1 and G9 and G13. Policy 3 of the Isleham Neighbourhood Plan also states that "planning permission will only be granted if it can be demonstrated that there is, or will be, sufficient infrastructure capacity to support it and meet all the necessary requirements arising from a proposed development".

7.39 The site is located within Flood Zone 1 and as such is at the lowest level of risk of flooding and where new development should be directed. A Flood Risk Assessment and drainage strategy addendum was submitted by the applicant. A surface water infiltration basin (the SuDs) is proposed as part of the development, to the north west of the site. The Lead Local Flood Authority (LLFA) were consulted and initially objected to the proposal due to concerns relating to the Ground Water Source Protection Zone, infiltration rates and infiltration basin. Amended plans/information were submitted by the applicant to address these concerns and the LLFA were able to remove their objection. The drainage strategy addendum does mention Ground water Protection Position Statements G12, which is not one of the ones mentioned in policy 1c of the Isleham Neighbourhood Plan. However, the LLFA supports the use of permeable paving as in addition to controlling the rate of surface water leaving the site, it also provides water quality treatment before infiltration into the ground. Infiltration basins also act in this multi-beneficial way

providing surface water treatment, attenuation and, amenity and biodiversity benefits. The water quality has been adequately addressed when assessed against the Simple Index Approach outlined in the CIRIA SuDs Manual. The LLFA have recommended conditions relating to a more detailed surface water drainage design, details of the measures indicating how additional surface water run-off from the site will be avoided during construction works, and a condition requesting a survey of the surface water drainage system, once it has been completed.

7.40 The Environment Agency has not made any comments on the proposal, as the site lies within Flood Zone 1. However, they did offer some guidance for the applicant as the site is located above a Principal Aquifer. In the absence of any comments or objections from the Environment Agency, and on the basis that the LLFA are satisfied with the drainage and SuDs details submitted, it is considered that the proposed development would not increase the risk of flooding and therefore complies with Policy ENV8 of the Local Plan, 2015, Policies 1c and 3 of the Isleham Neighbourhood Plan, the Flood and Water SPD and chapter 14 of the NPPF.

7.41 **Biodiversity, Landscaping and Trees**

7.42 Policy ENV7 of the Local Plan is relevant and relates to biodiversity and geology. The policy requires all new development proposals to protect the biodiversity and geological value of land and buildings and minimise harm to or loss of environmental features, such as trees, hedgerows, woodland, wetland and ponds; provide appropriate mitigation measures, reinstatement or replacement of features and/or compensatory work that will enhance or recreate habitats on or off site where harm to environmental features and habitat is unavoidable; and maximise opportunities for creation, restoration, enhancement and connection of natural habitats as an integral part of development proposals. Development proposals where the main aim is to conserve biodiversity will be permitted; and opportunities to incorporate biodiversity into new development will be supported.

7.43 Policy 1c of the Isleham Neighbourhood Plan states that development proposals will be supported where the proposal is accompanied by an ecological assessment which considers the effects of increased recreational pressure on sensitive sites designated for nature conservation.

7.44 Policy 3 of the Isleham Neighbourhood Plan requires all new developments to respond to key features on the site such as trees, hedges, topography, and buildings and retaining them as part of the scheme wherever possible, and including a robust green landscaping scheme that is appropriate for the site and links well with the surrounding green infrastructure.

7.45 Policy 7 of the Isleham Neighbourhood Plan, also relates to biodiversity and habitats and development proposals should, wherever possible, seek to enhance connectivity of green networks through the inclusion of strong landscaping schemes that include trees, shrubs, hedgerows, green roofs, and green walls, for example. Wherever possible, development proposals should avoid the loss of biodiversity, habitats or natural features such as trees, hedgerows, watercourses or ponds. Where the loss of a feature is unavoidable, mitigation may be acceptable through the introduction of new features that will result in at least a neutral impact on the

biodiversity. Overall, a net gain should be achieved, in accordance with the provisions set out in the NPPF.

- 7.46 Policy NE6 of the Natural Environment SPD relates to biodiversity net gain and that new development proposals should provide measurable net gains for biodiversity. Only in exceptional circumstance, the Council may (but is not obliged to) accept off-site biodiversity gains in exchange for on-site biodiversity net gain.
- 7.47 The site is closely situated to the Isleham Nature Reserve, to the south of the site (approximately 800m/2624ft). The application is accompanied by a preliminary ecological assessment (PEA) and a reptile survey. No reptiles were found during the survey but the PEA recommends that the site is re-checked, prior to development, for badger setts and any sign of reptiles. The PEA recommends mitigation for birds and hedgehogs. The PEA included walkover surveys on Badgers, Bats, Hazel Dormouse, Birds, Reptiles, Amphibians, invertebrates, Flora and habitats and adjacent habitat. Within the desk study the common pipistrelle bat was recorded within 1.5km/4921ft of the site in 2017, Brown long-eared bat roosts were also highlighted within 1.5km/4921ft of the site in 2017, Natterer's Bat and Whiskered Bat were recorded 343m/1125ft north west in 2011. Noctule bat was recorded within 1.5km/4921ft in 2017. Water vole was identified within 2km/6561ft to the east in 2016. European otter was recorded 1.7km/5577ft north in 2012. 11 red listed birds' species were identified within 2km/6561ft of the site; including cuckoo, house sparrow, linnets, turtle dove, skylark and fieldfare. 3 amber listed bird species were also identified within the desk study including bullfinch, dunnock, oystercatcher and marsh harrier. A barn owl was recorded within 1.5km/4921ft north in 2012. Common lizard was recorded 2km/6561ft south west in 2010. Grass snake was recorded 1.5km/4921ft south west in 2017. Scarce chaser dragonfly has been recorded within 2km/6561ft of the site boundary, with the most recent record from 2018, 1.2km/3937ft north east. Small heath butterfly has been recorded within 2km/6561ft of the site boundary in 2018. A total of 4 moth species were identified, including large nutmeg which have been recorded on two occasions within 2km/6561ft of the site boundary.
- 7.48 Further ecological information including the DEFRA biodiversity metric have also been submitted during the course of the application, responding to the comments of the Cambs Wildlife Trust. The latest DEFRA Biodiversity Metric version 3.0 (updated July 2021) has been used for this calculation. In addition to the bird and bat boxes and hedgehog gaps, the mitigation strategy within the submitted Ecological Impact Assessment (February 2022) also recommends including hibernacula to benefit reptiles, amphibians etc. The overall biodiversity net gain achieved through the development would be 9.15% for habitat units and 22.80% gain in hedgerow units. The Wildlife Trust have assessed this amended calculation and the additional supporting statements, and supports the calculation and biodiversity net gain that would be achieved and the mitigation measures. These will be secured by condition. The Wildlife Trust have also recommended conditions relating to a Construction Environmental Management Plan, and a Landscape and Ecology Management Plan (LEMP), which will also be attached as conditions, if the application is approved.
- 7.49 In addition to the on-site biodiversity net gain, the Wildlife Trust, in their comments of 1st April 2022, recommended environmental enhancements to the Isleham Nature

Reserve. A specific project run by the County Council (with the Wildlife Trust) to improve the Nature Reserve gives an opportunity to make a contribution for the improvement of part of this project, which can be secured by s106 legal agreement. The project would involve the improvement of the dog-walking path, fencing, and re-laying of the car park, and a gate. After discussions with the County Council, a financial contribution of £1000 has been suggested which would be acceptable. This would not cover the works for the whole project but would contribute to a part of it. The applicant has agreed to this payment and therefore this would be an added benefit to the local community. In addition, the applicants are proposing a Homeowners leaflet to all new residents which will inform them of the alternative dog walking routes around the village to encourage them to use these routes. The Wildlife Trust advise that they welcome this as an additional benefit to protect ecology within more sensitive areas (see Appendix D of the Ecological Impact Assessment document dated February 2022).

- 7.50 In relation to trees, an amended Arboricultural Impact Assessment was submitted (27 May 2022), following the initial concerns raised by the Trees Officer. There are trees along the boundaries of the site, in order to implement the proposal, it is necessary to remove 6 trees, one hedge and a section from another hedge. The C and U category vegetation along the eastern boundary will be removed to accommodate the main access and road junction with Station Road, footway widening and to maintain clear visibility splays. One semi mature C Category oak and a short section of the C Category mixed species hedge will be removed for the northern link with Fordham Road. One early mature C Category buddleia will be removed to accommodate the house construction at plot 19. All vegetation of moderate quality will be retained and can be adequately protected throughout the development process. Some minor pruning will be required to facilitate the access during the development. Tree protection measures will be put into place in accordance with Drawing JBA 19/207 TP01 Rev B. The development proposals include a comprehensive landscape strategy which includes significant tree, shrub and hedgerow planting. These new trees would offer opportunity to replace and enhance the low-quality tree population that currently surrounds the site and ensures the continuation of visual and green amenity for future generations.
- 7.51 The Trees Officer has assessed the amended landscaping plans and Arboricultural impact assessment and has raised no objection to either.
- 7.52 It is therefore considered that the proposed development complies with policy ENV7 of the Local Plan, 2015, policies 1c, 3, 7 of the Isleham Neighbourhood Plan, policy NE6 of the Natural Environment SPD and chapter 15 of the NPPF.
- 7.53 **Other Material Matters**
- 7.54 Historic environment
- 7.55 The site is not within the Conservation Area and does not affect any nearby Listed Buildings. The site bounds the Conservation Area to the north. The Conservation Officer raises no objection to the proposal or its impact on the setting of the Conservation Area. Policy 1c of the Isleham Neighbourhood Plan requires that the design of the scheme should respond appropriately to Isleham's rich historic

environment and be informed by a Heritage Statement which, as a minimum, should:

- Identify the relationship of the site to heritage assets;
- Describe the significance of the heritage assets affected by the proposed development, including where appropriate the contribution made by the development site to their setting;
- Quantify the impact of the development on the significance of the heritage asset; and
- Recommend and justify the mitigation measures that should be taken in designing the scheme to avoid or limit harm to heritage assets owing to development within their settings.

Policy 6 of the Isleham Neighbourhood Plan refers to Heritage Assets & Locally Important Buildings and Structures. However, this policy focuses more on specific historic buildings rather than Conservation Areas, and therefore it is considered that the proposal would not be contrary to the aims and objectives of this policy.

7.56 There is a heritage section included within the design and access statement which acknowledges that the site is close to the Conservation Area and that there is a Grade II Listed Building to the north of the site (45 Mill Street). The Conservation Officer has not recommended that a stand-alone heritage statement is required, and does not oppose the proposed development. On this basis, it is considered unreasonable to request this information, when there are no significant objections from a heritage perspective and the applicants have addressed this within their Design and Access Statement. The County's archaeological team have also raised no objections and have not recommended any further ground investigations for any significant archaeology.

7.57 It is therefore considered that the proposal complies with Policies ENV11 and ENV14 of the Local Plan, 2015, Policy 6 of the Isleham Neighbourhood Plan, and chapter 16 of the NPPF.

7.58 Waste Collection

7.59 In terms of waste storage and collection, all dwellings have provision for bin storage (both general and recyclable) in private rear gardens. Residents will be required to move the relevant bin from their storage points in rear gardens to the edge of the highway on collection days. Plots 12 and 13 will have a designated point along the proposed main access road. The Council's waste team have raised a few concerns regarding waste collection. The agent has responded to this as follows (italics from waste team, applicant's response in bold):

Where exactly plots 12 and 13 will have their designated waste presentation point? – the 'BC' annotation is clearly marked and described on the proposed site plan so I am not sure why this query has been raised.

Will Plots 1-11 be able to present bins in front of the properties. Yes – bins are stored in each individual rear garden and there is access to the front of these properties for bin presentation.

Plots 18 to 25 and 34-40 will have the same issue as plots 12 and 13? This will mean not only long distances for residents to present their waste but also obstructions of pathways by bins on/near collection days especially near plots 32-33, 7 and 41, 8 and 16, 17 and 26. I strongly recommend reviewing this – the swept path analysis produced by EAS demonstrates that a refuse vehicle can access bin locations for all units except plots 12 and 13 which have a designated Bin Collection (BC) point.

Can vehicle tracking be provided to ensure safe refuse collection operations on the main access road? As above, this has been dealt with.

7.60 The Council's waste team have advised that they are satisfied with this response and that the details are acceptable. It is therefore considered that the proposed development is acceptable and complies with Policies ENV2 of the Local Plan, 2015, and the RECAP SPD document, and chapter 12 of the NPPF.

7.61 Affordable Housing Mix

7.62 In relation to affordable housing, the scheme would provide 100% affordable housing. The tenure split is proposed to be 45:55 shared ownership and rented, the details of the split are outlined below:

House Type	Tenure		Total
	Shared Ownership	Rented	
1-bed/2-person house (58sqm/635sqft)	N/A	4	4
2-bed/4-person house (79sqm/850sqft)	10	8	18
3-bed/5-person house (102/103sqm/1097/1108sqft)	8	N/A	8
3-bed/6-person house (102/103sqm/1097/1108sqft)	N/A	9	9
4-bed/8-person house (124sqm/1334sqft)	N/A	2	2
2-bed/4-person bungalow (70sqm/753sqft)	2	2	4
Total	20	25	45

7.63 Policy HOU1 of the Local Plan requires a range of house types and sizes to be provided that meet the housing needs within the local area. Policy HOU3 of the Local Plan sets out the affordable housing position within the district and details a split housing target (minimum) of 40% of all units in the south and 30% of all units in the north of the district. Policy 1b of the Isleham Neighbourhood Plan requires, where appropriate, proposals for residential use should provide a mix of houses, types and sizes to help ensure a diverse community resides within the village:

specifically, proposals which provide two bedroomed dwellings, meet the needs of an ageing population and are suitable for lifetime occupation, are supported. As shown in the table above, the proposal would provide a majority of 2-bed dwellings, both as 2-storey and single storey dwellings, and therefore complying with this policy. The proposal is intended to deliver 100% of the 45 dwellings on site as affordable housing, in excess of the 30% required under Policy HOU3 and is considered to be acceptable. The Housing & Strategy Officer supports the proposal for 100% affordable dwellings and is satisfied with the tenure split, as shown in the table above. The affordable housing provision will be secured by the S106 legal agreement.

7.64 Therefore it is considered that the proposed development complies with policies HOU1 and HOU2 of the Local Plan, 2015, Policy 1b of the Isleham Neighbourhood Plan, and the aims and objectives of the NPPF.

7.65 Land Contamination

7.66 Policy ENV9 of the Local Plan is relevant and relates to pollution. All development proposals should minimise, and where possible, reduce all emissions and other forms of pollution, and ensure no deterioration in air and water quality. The policy also aims to protect surface and groundwater quality and land quality and condition.

7.67 In relation to land contamination a Phase I geo-environmental desk study was prepared by EPS, and the Phase II ground investigation report was prepared by AF Howland. Policy 1c of the Isleham Neighbourhood Plan states that the proposal should be accompanied by an assessment of contamination, undertaken in line with the Land Contamination Risk Management (LCRM) guidance and undertaken by suitably competent persons, and should address risks to controlled waters from contamination following the requirements of the NPPF and the Environment Agency Guiding Principles for Land Contamination. Development proposals will be permitted where it is demonstrated that any identified contamination is capable of being appropriately remediated or rendered innocuous to make the site suitable for the proposed end use. The Council's Scientific Officer has assessed both of the land contamination reports and support their finding, and has not required any further site investigation. A condition will be appended to the permission, if approved, to ensure that any unexpected contamination is reported to the council prior to any development.

7.68 Therefore it is considered that the proposed development complies with policies ENV9 of the Local Plan, Policy 1c of the Isleham Neighbourhood Plan, 2022 and the Land Contamination SPD.

7.69 Sustainability and Climate Change

7.70 Policy ENV4 of the Local Plan is relevant and relates to energy and water efficiency and renewable energy in construction. The policy seeks all new development to aim for reduced or zero net carbon development in accordance with the zero-carbon hierarchy: first maximising energy efficiency and then incorporating renewable or low carbon energy sources on-site as far as practicable. Policy CC1 of the Climate Change SPD is also relevant and echoes the ethos of policy ENV4 of the Local Plan. East Cambridgeshire District Council declared a Climate Emergency at its

Full Council meeting on 17th October 2019, ECDC has joined over 200 Councils around the UK in declaring such an emergency. The SPD is in response to the Council's declaration of a Climate Emergency and builds upon the 'Environment and Climate Change' section of the Local Plan. It also responds to the National Planning Policy Framework and guidance. Policy 3 of the Isleham Neighbourhood Plan requires all development proposals to "*utilise the latest technologies and materials to ensure that highest possible level of energy efficiency including the installation of solar panels on all new developments*".

- 7.71 The applicant was requested to respond to this. The applicant has responded and states that they are proposing a 'Fabric First' approach, which looks to reduce the energy demand of dwellings in the first instance before considering renewable technologies. This is achieved by providing: high levels of thermal insulation, reduced thermal bridging, high-levels of airtightness, and natural ventilation, to the building fabric. By adopting a 'Fabric First' approach, the consideration of any subsequent renewable technologies can be employed more efficiently due to the reduced energy demand. Using the building fabric to reduce the base energy demand is a sustainable long-term approach that can be supplemented with renewable technologies as necessary, which are inherently a shorter-term solution due to expected shelf-life and continuing innovation/improvements in efficiency. The applicant is willing to accept a suitably worded planning condition requiring further renewable energy solutions. A condition will therefore be recommended to ensure that further renewable energy approaches, including solar panels are explored as far as practicable in accordance with policy 3 of the Isleham Neighbourhood Plan.
- 7.72 The application is accompanied by an Energy Statement and a Sustainability Statement for Planning, both of which focus on sustainable construction methods, in accordance with Policy ENV4 and Policy CC1 of the Climate Change SPD and a projected carbon reduction of 2% (against part L1A of the Building Regulations) over the baseline is predicted. This will be achieved by efficient building design and with the use of renewable energy generation. The Council's Building Control team have assessed the reports and have advised they are acceptable. However, in order to meet the aims and objectives of Policy ENV4 of the Local Plan, Policy 3 of the Isleham Neighbourhood Plan, and the Climate Change SPD, a condition will be recommended.
- 7.73 Therefore it is considered that the proposal complies with Policy ENV4 of the Local Plan, policy CC1 of the Climate Change SPD and Policy 3 of the Isleham Neighbourhood Plan, 2022.
- 7.74 Neighbours comments
- 7.75 4 neighbour responses were received raising concerns, as listed under paragraph 5.24. Most of the issues raised have been addressed through this report, however there are a few which require a response as they do not specifically fall within the above material planning considerations.
- Firstly, impact on house values is not a material planning consideration and therefore cannot be taken into consideration in the determination of this planning application;

- The site is not within the Conservation Area (the northern part is adjacent to it, but not actually within it);
- It is acknowledged regarding the parking problems at the Recreational Ground during football training and match days. It is not considered that the proposed development would exacerbate this as it is already a current problem and the proposed development provides adequate parking provision for future occupiers and visitors, in accordance with policy requirements;
- It is acknowledged regarding the pressures on the GP surgeries, however no objections have been received from the Primary Care Trust in relation to this.
- The local Co-op seeks to serve the village now and for the future, new developments could potentially bring more people to the shop and therefore supporting the local economy.

7.76 S106 legal agreement

7.77 A Section 106 legal agreement is currently being negotiated in accordance with the Developer Contributions SPD, Policy Growth 3 of the Local Plan, 2015 and policy 3 of the Isleham Neighbourhood Plan, 2022. This will seek to secure the affordable housing, public open space, SuDs (and maintenance), waste bins, biodiversity contribution to the County Council's project for the Isleham Nature Reserve and education contributions for early years, primary, secondary and libraries.

8.0 **Planning Balance**

8.1 The site is allocated in the Local Plan, under Policy ISL1 for 15 dwellings. However, the Isleham Neighbourhood Plan has allocated the site for approximately 45 dwellings under Policy 1c. The benefits of the development are the contribution towards providing 100% affordable housing to meet local needs, as well as the economic benefits of construction and additional population to support local businesses.

8.2 Furthermore, the applicant has demonstrated a high-quality development, introducing some good design features that would enhance the character of Isleham whilst creating a sense of place and distinctiveness.

8.3 The applicant has also demonstrated a good biodiversity net gain and will contribute towards the enhancement of the Isleham Nature Reserve by way of a financial contribution, which will be secured by a s106 legal agreement.

8.4 The proposal would also provide adequate car parking provision, over and above the Council's car parking standards which will reduce the need to park on the adjacent roads. The site is well connected to the village and the proposed dropped kerb crossing, pedestrian and cycle links will aid movement from the site and beyond.

8.5 The County Council has confirmed that additional education contributions are required to mitigate against the development on local schools which is accepted by the applicant. This and all other mitigation/contributions would also be secured by the S106, as listed above on paragraph 7.66.

9.0 COSTS

- 9.1 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.
- 9.2 Unreasonable behaviour can be either procedural i.e. relating to the way a matter has been dealt with or substantive i.e. 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.
- 9.3 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.
- 9.4 In this case members' attention is particularly drawn to the following points:
- The site is allocated in the Local Plan and the Isleham Neighbourhood Plan for housing development;
 - No objections from the LLFA, Local Highways Authority, Cambs Wildlife Trust;
 - The proposal would deliver 100% affordable housing to meet local needs;
 - The proposal would provide adequate car parking, over and above the Council's car parking standards.

10.0 APPENDICES

- 10.1 Appendix 1 - Recommended Planning Conditions

<u>Background Documents</u>	<u>Location</u>	<u>Contact Officer(s)</u>
21/01572/FUM	Angela Briggs Room No. 011 The Grange Ely	Angela Briggs Planning Team Leader 01353 665555 angela.briggs@eastcambs.gov.uk

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.eastcambs.gov.uk/sites/default/files/Local%20Plan%20April%202015%20-%20front%20cover%20and%20inside%20front%20cover.pdf>

Isleham Neighbourhood Plan, 2022 -

<https://www.eastcambs.gov.uk/sites/default/files/agendas/190522%20Isleham%20NP%20App%201%20%28print%20separately%29.pdf>

APPENDIX 1 - 21/01572/FUM Conditions

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

Plan Reference	Version No	Date Received
Accommodation Schedule		27th October 2021
Materials Schedule		27th October 2021
Archaeological Evaluation Report		27th October 2021
Ground Investigation Report		27th October 2021
Environmental Report		27th October 2021
Environmental Noise Assessment		27th October 2021
Utility Assessment		27th October 2021
Soft Landscape		27th October 2021
Affordable Housing Statement		27th October 2021
Energy Statement Part L Compliance for Planning01		27th October 2021
Preliminary Ecological Appraisal		27th October 2021
Sustainability Report for Planning		27th October 2021
0002	P5	3rd November 2021
SRIS-CF-ZZ-XX-DR-A-0500	P5	27th October 2021
SRIS-CF-ZZ-XX-DR-A-0501	P5	27th October 2021
SRIS-CF-ZZ-XX-DR-A-0502	P5	27th October 2021
SRIS-CF-ZZ-XX-DR-A-0504	P5	27th October 2021
SRIS-CF-ZZ-XX-DR-A-0505	P5	27th October 2021
SRIS-CF-ZZ-XX-DR-A-0506	P6	27th October 2021
SRIS-CF-ZZ-XX-DR-A-0509	P5	27th October 2021
SRIS-CF-ZZ-XX-DR-A-0510	P5	27th October 2021
SRIS-CF-ZZ-XX-DR-A-0511	P5	27th October 2021
SRIS-CF-ZZ-XX-DR-A-0512	P3	27th October 2021
SRIS-CF-ZZ-XX-DR-A-0514	P2	27th October 2021
Reptile Survey JBA 19/207		27th October 2021
DR-A-0350_6013 3D VISUALS	P4	27th October 2021
DR-A-0351_6013 3D VISUALS	P4	27th October 2021
DR-A-0352_6013 3D VISUALS	P2	27th October 2021
DR-A-0353_6013 3D VISUALS	P1	27th October 2021
SRIS-CF-ZZ-XX-DR-A-0302	P10	2nd March 2022
SRIS-CF-ZZ-XX-DR-A-0303	P5	2nd March 2022
SRIS-CF-ZZ-XX-DR-A-0304	P2	2nd March 2022
SRIS-CF-ZZ-XX-DR-A-0503	P6	22nd March 2022
SRIS-CF-ZZ-XX-DR-A-0507	P7	2nd March 2022
SRIS-CF-ZZ-XX-DR-A-0508	P5	2nd March 2022
SRIS-CF-ZZ-XX-DR-A-0513	P4	2nd March 2022
Flood Risk Addendum	01	2nd March 2022
Ecological Impact Assessment SK08	JBA_19-207_ECO04	2nd March 2022
JBA 19/207 AR01	Rev B	31st May 2022
JBA 19/207 LVIA	Rev A	31st May 2022
JBA 19/207 ECo06	Rev A	31st May 2022
JBA 19-207-05	Rev C	31st May 2022
JBA 19-207-04	Rev C	31st May 2022
JBA 19-207-03	Rev C	31st May 2022

JBA 19-207-02
JBA 19-207-01
JBA 19/207 EC006a

Rev C
Rev C

31st May 2022
31st May 2022
31st May 2022

- 1 Reason: To define the scope and extent of this permission.
- 2 The development hereby permitted shall be commenced within 2 years of the date of this permission.
- 2 Reason: To comply with Section 91 of the Town and Country Planning Act 1990, as amended.
- 3 Prior to the first occupation of any dwelling the road(s), footway(s) and cycleway(s) required to access that dwelling shall be constructed to at least binder course surfacing level from the dwelling to the adjoining County road in accordance with the details approved on drawing SRIS-CF-ZZ-XX-DR-A-302 Rev P10 in writing by the Local Planning Authority.
- 3 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015.
- 4 Prior to first occupation or commencement of use of the development sufficient space shall be provided within the site to enable vehicles to enter, turn and leave the site in forward gear and to park clear of the public highway. The area shall be levelled, surfaced and drained and thereafter retained for that specific use.
- 4 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015.
- 5 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 onto Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established).
- 5 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.
- 6 Prior to the commencement of development details shall be submitted to and approved in writing by the Local Planning Authority for an uncontrolled pedestrian crossing of Fordham Road at the junction with the B1104. The works shall be implemented prior to the first occupation of the development.
- 6 Reason: In the interests of highway safety, in accordance with COM7 and COM8 of the East Cambridgeshire Local Plan 2015. The condition is pre-commencement as it would be unreasonable to require applicants to undertake this work prior to consent being granted.

- 7 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/Drainage Strategy prepared by Rossi Long Consulting dated March 2021 and Flood Risk Assessment and Drainage Strategy Addendum, prepared by Rossi Long Consulting, dated 21 February 2022 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) Measures taken to prevent pollution of the receiving groundwater and/or surface water
- 7 Reason: To reduce the impacts of flooding in extreme circumstances on future occupants, in accordance with policies ENV2 and ENV8 of the East Cambridgeshire Local Plan 2015, Policy 1c of the Isleham Neighbourhood Plan, 2022, and the Flood and Water SPD. The condition is pre-commencement as it would be unreasonable to require applicants to undertake this work prior to consent being granted.
- 8 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.
- 8 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, policy 1c of the Isleham Neighbourhood Plan and the Flood and Water SPD. The condition is pre-commencement as it would be unreasonable to require applicants to undertake this work prior to consent being granted and the details need to be agreed before construction begins.

- 9 Upon completion of the surface water drainage system, including any attenuation ponds and swales, and prior to their adoption by a statutory undertaker or management company; a survey and report from an independent surveyor shall be submitted to and approved in writing by the Local Planning Authority. The survey and report shall be carried out by an appropriately qualified Chartered Surveyor or Chartered Engineer and demonstrate that the surface water drainage system has been constructed in accordance with the details approved under the planning permission. Where necessary, details of corrective works to be carried out along with a timetable for their completion, shall be included for approval in writing by the Local Planning Authority. Any corrective works required shall be carried out in accordance with the approved timetable and subsequently re-surveyed by an independent surveyor, with their findings submitted to and approved in writing by the Local Planning Authority.
- 9 Reason: To reduce the impacts of flooding in extreme circumstances on future occupants, in accordance with policies ENV2 and ENV8 of the East Cambridgeshire Local Plan 2015.
- 10 All hard and soft landscaping works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.
- 10 Reason: To ensure the longevity of the landscaping scheme, in accordance with policies ENV1 and ENV2 of the East Cambridgeshire Local Plan 2015, and policy 3 of the Isleham Neighbourhood Plan, 2022
- 11 The boundary treatments hereby permitted shall be constructed in accordance with the details specified on drawing SRIS-CF-ZZ-XX-DR-A-303, Rev P5. The boundary treatments shall be in situ and completed prior to the occupation of the associated dwelling. All works shall be carried out in accordance with the approved details and retained thereafter.
- 11 Reason: To safeguard the character and appearance of the area, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 12 No above ground construction shall take place on site until details of the bricks, roof coverings, and render to be used on the development have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
- 12 Reason: To safeguard the character and appearance of the area, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015 and policy 3 of the Isleham Neighbourhood Plan, 2022
- 13 All works shall be carried out in accordance with the Arboricultural Impact Assessment by James Blakes Associates dated 27th May 2022 and the tree protection plan contained therein, JBA 19/207/TP01 Rev B. If, during construction, it becomes apparent

that further works or changes are required, work shall not progress any further on site until the applicant has secured a site meeting with a suitably qualified professional to agree the details and phasing of any tree surgery works not detailed in the submitted report. For any works not agreed in the approved documents a written schedule shall be submitted to and approved in writing by the Local Planning Authority, and the works carried out in accordance with these approved details.

- 13 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 and policy 3 of the Isleham Neighbourhood Plan, 2022.
- 14 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.
- 14 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 15 Prior to any work commencing on the site a Construction Environmental Management Plan (CEMP) shall be submitted to and agreed in writing with the Local Planning Authority regarding mitigation measures for noise, dust and lighting during the construction phase. These shall include, but not be limited to, other aspects such as access points for deliveries and site vehicles, and proposed phasing/timescales of development etc. The CEMP shall be adhered to at all times during all phases.
- 15 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015. The condition is pre-commencement as it would be unreasonable to require applicants to undertake this work prior to consent being granted.
- 16 In the event of the foundations from the proposed development requiring piling, prior to the commencement of development the applicant shall submit a report/method statement to the Local Planning Authority, for approval in writing, detailing the type of piling and mitigation measures to be taken to protect local residents from noise and/or vibration. Noise and vibration control on the development shall be carried out in accordance with the approved details.
- 16 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 17 Prior to the occupation of any dwelling, hereby permitted, the biodiversity enhancements and improvements as detailed within chapter 6 of the Preliminary Ecological Appraisal by James Blakes Associates dated April 2020, section 4 of the Reptile Survey by James Blakes Associates dated May 2020, the Evaluation section of the Ecological Impact Assessment dated February 2022 and the conclusions of the letter dated 26th May 2022 by James Blakes Associates, shall be implemented. The biodiversity improvements shall be installed prior to the first occupation of the hereby development and thereafter maintained in perpetuity.

- 17 Reason: To protect and enhance species in accordance with policies ENV1, ENV2 and ENV7 of the East Cambridgeshire Local Plan 2015, the Natural Environment SPD, 2020 and policy 7 of the Isleham Neighbourhood Plan, 2022.
- 18 Prior to the occupation of any dwelling, hereby permitted, a Landscape and Ecology Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The LEMP should include:
- a) Details about how habitats described in the Biodiversity Net Gain Assessment will be created and managed long term, including timescales, seed mixes, ground preparation, management techniques to deliver botanical species-diversity and monitoring. It should also set out who is responsible for the various actions;
 - b) Information about how the lighting plans have been reviewed in relation to bat and bird box locations to ensure there is no conflict;
 - c) Confirm when the information regarding dog walking routes will be delivered to residents and who will be responsible for this.
- 18 Reason: To protect and enhance species in accordance with policies ENV1, ENV2 and ENV7 of the East Cambridgeshire Local Plan 2015, the Natural Environment SPD, 2020 and policy 7 of the Isleham Neighbourhood Plan, 2022.
- 19 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.
- 19 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.
- 20 No above ground construction shall take place until 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 has been 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.
- 20 Reason: To ensure proper infrastructure for the site in the interests of public safety in that adequate water supply is available for emergency use. This is supported by paragraph 97 of the NPPF.

- 21 Prior to the commencement of development, an energy and sustainability strategy for the development, including details of any on site renewable energy technology and energy efficiency measures, including solar panels, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved strategy.
- 21 Reason: To ensure that the proposal meets with the requirements of sustainability as stated in policy ENV4 of the East Cambridgeshire Local Plan 2015, policy 3 of the Isleham Neighbourhood Plan, 2022, and the Climate Change SPD, 2021. This condition is pre-commencement as some of the measures may be below ground level.
- 22 No above ground works shall commence until a strategy for the facilitation of latest technology broadband provision to future occupants of the site has been submitted to and approved in writing by the Local Planning Authority. The strategy shall seek to ensure that upon occupation of a dwelling, open access ducting to industry standards to facilitate the provision of a broadband service to that dwelling, is in place and provided as part of the initial highway works and in the construction of frontage thresholds to dwellings that abut the highway. Unless evidence is put forward and agreed in writing by the Local Planning Authority that technological advances for the provision of a broadband service for the majority of potential customers will no longer necessitate below ground infrastructure, the development of the site shall be carried out in accordance with the approved strategy.
- 22 Reason: To ensure that the opportunity to provide any necessary enabling works is not missed and that the needs of future residents to connect to the internet do not necessarily entail engineering works to an otherwise finished and high quality environment, and to assist community integration, economic vibrancy and home working, in accordance with Policies ENV2 and COM6 of the East Cambridgeshire Local Plan 2015.
- 23 Notwithstanding the details shown of the pedestrian/cycle links shown on drawing number SRIS-CF-ZZ-XX-DR-A-302 Rev P10, and prior to the occupation of any dwelling, hereby permitted, the details of the cycleway/pedestrian junction with Fordham Road and Station Road shall be submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include means of access control, signing and lining. Staggered barriers shall not be used. The details shall be implemented prior to the occupation of any dwelling on the site.
- 23 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015 and policy 9 of the Isleham Neighbourhood Plan, 2022.
- 24 Prior to first occupation of any dwelling a scheme for the provision of facilities for electric plug-in vehicles shall be submitted to and approved in writing by the Local Planning Authority and thereafter, provided prior to first occupation of the dwelling to which it relates.
- 24 Reason: In accordance with the aims of the NPPF to provide for sustainable transport modes and policy 10 of the Isleham Neighbourhood Plan, 2022.

- 25 Prior to first occupation of any dwelling a scheme for the provision of external lighting shall be submitted to and approved in writing by the Local Planning Authority. The details shall be implemented in accordance with the approved details and prior to the occupation of any dwelling on the site.
- 25 Reason: To safeguard the residential amenity of future occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015, and to provide a healthy and safe environment for future occupiers in accordance with policy 3 of the Isleham Neighbourhood Plan, 2022, and chapters 8 and 12 of the NPPF.

Planning Performance – May 2022

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
Determinations	162	2	31	44	20	42	23
Determined on time (%)		100% (90% within 13 weeks)	84% (80% within 8 weeks)	91% (90% within 8 weeks)	100% (90% within 8 weeks)	74% (80% within 8 weeks)	100% (100% within 8 weeks)
Approved	148	1	23	42	17	42	23
Refused	14	1	8	2	3	0	0

Validations – 95% validated within 5 working days (ECDC target is 75%)

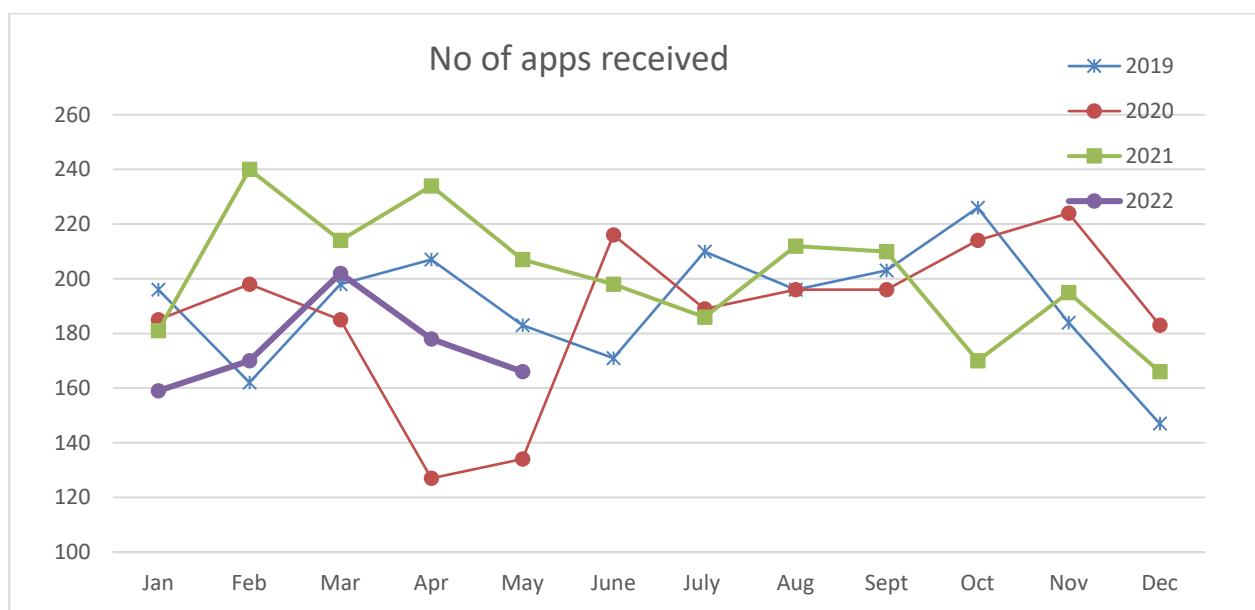
	Total	Major	Minor	Householder	Other	DIS /NMA	Trees
Validations	171	7	29	44	24	46	21

Open Cases by Team (as at 24/06/2022)

	Total	Major	Minor	Householder	Other	DIS /NMA	Trees
Team 1 (3.8 FTE)	190	18	48	38	28	58	0
Team 2 (3 FTE)	91	11	17	19	19	25	0
Team 3 (4 FTE)	177	16	56	32	27	46	0
No Team (4 FTE)	79	17	7	1	10	15	29

(No Team includes – Trees Officer, Conservation Officer and 2 x Agency Workers.)

The Planning department received a total of 166 applications during May which is a 20% decrease of number received during May 2021 (207) and 7% decrease to the number received during April 2022 (178).



Valid Appeals received – 1

Planning reference	Site Address	Decision Level
21/01747/VAR	Poole Farm Cottage Westley Waterless	Delegated

Appeals decided – 1

Planning reference	Site address	Decision Level	Appeal Outcome
20/01231/FUL	Grange Farm Red Lodge Karting Centre Red Lodge Link Road Chippenham	Delegated	Dismissed

Upcoming Hearing dates – 0

Enforcement

New Complaints registered – 19 (3 Proactive)

Cases closed – 14 (1 Proactive)

Open cases/officer (2.6FTE) – 187 cases (25 Proactive)/2.6 = 72 per FTE

Notices served – 0

Comparison of Enforcement complaints received during May

Code	Description	2021	2022
ADVERT	Reports of unauthorised adverts	3	1
COND	Reports of breaches of planning conditions	5	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	0
LISTED	Reports of unauthorised works to a Listed Building	0	3
MON	Compliance Monitoring (NEW TYPE)	0	1
OP	Reports of operational development, such as building or engineering works	6	3
OTHER	Reports of activities that may not constitute development, such as the siting of a mobile home	0	1
PLAN	Reports that a development is not being built in accordance with approved plans	1	3
PRO	Proactive cases opened by the Enforcement Team, most commonly for unauthorised advertisements and expired temporary permissions	0	3
UNTIDY	Reports of untidy land or buildings harming the visual amenity	1	0
USE	Reports of the change of use of land or buildings	0	0
TOTAL		16	19