

# PLANNING COMMITTEE



**Date: Thursday, 12 November 2015**

**Democratic and Members' Services**

Quentin Baker

LGSS Director: Law, Property and Governance

**10:00hr**

Shire Hall  
Castle Hill  
Cambridge  
CB3 0AP

**Kreis Viersen Room  
Shire Hall  
Cambridge  
CB3 0AP**

## AGENDA

Open to Public and Press

- 1 Apologies and Declarations of Interest**  
*Guidance for Councillors on declaring interests is available at <http://tinyurl.com/ccc-dec-of-interests>*
- 2 Minutes - 10th September 2015** **5 - 16**

### PLANNING APPLICATIONS

- 3 LPA REF: S/00468/13/CM - Dernford Farm, Cambridge Road, Sawston** **17 - 32**
- 4 LPA REF: F/2003/15/CC - Maple Grove Infant School and Community Group, Maple Grove, March, PE15 8JT** **33 - 54**
- 5 LPA REF: S/1783/14/CW - Bridgefoot Farm Quarry, Newmarket Road, Heydon, Near Royston, SG8 7PN** **55 - 72**

## LOCAL GOVERNMENT ACCESS TO INFORMATION ACT 1985

The following documents are background papers for the purposes of the above Act and are available for inspection in accordance with the provisions of the Act.

- (a) any planning application or submission for registration of deemed planning consent, including plans and any accompanying letters or documents from that application.
- (b) any file indicated;
- (c) any letter of representation referred to in a report (copies of which are displayed at the meeting);
- (d) any Structure Plan, Local Plan or Policy Document referred to in a report;
- (e) any agenda, report or minutes of a meeting of the County Council or its Committees referred to in a report.

Published work or documents containing "exempt" or "confidential" information as defined by the Act are not required to be listed as background documents or to be available for inspection.

The Planning Committee comprises the following members:

Councillor David Connor (Chairman) Councillor Mandy Smith (Vice-Chairwoman) Councillor Peter Ashcroft Councillor Barbara Ashwood Councillor Lynda Harford Councillor Bill Hunt Councillor Sebastian Kindersley Councillor Alan Lay Councillor Mervyn Loynes Councillor Mike Mason Councillor Jocelyne Scutt

*For more information about this meeting, including access arrangements and facilities for people with disabilities, please contact*

Clerk Name: Daniel Snowdon

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Council and political Group Leaders which can be accessed via the following link or made available on request: <http://tinyurl.com/ccf-film-record>.

Public speaking on the agenda items above is encouraged. Speakers must register their intention to speak by contacting the Democratic Services Officer no later than 12.00 noon three working days before the meeting. Full details of arrangements for public speaking are set out in Part 4, Part 4.4 of the Council's Constitution <http://tinyurl.com/cambs-constitution>.

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## **PLANNING COMMITTEE: MINUTES**

Date: Thursday 10<sup>th</sup> September 2015

Time: 10.05am – 11.15am

Place: Kreis Viersen Room, Shire Hall, Cambridge

Present: Councillors, D Connor (Chairman), L Harford, R Henson, W Hunt, S Kindersley, A Lay, M Loynes, M Mason, P Sales and M Smith (Vice-Chairwoman)

### **138. APOLOGIES AND DECLARATIONS OF INTEREST**

Apologies for absence were received from Councillors P Ashcroft (Councillor Henson sub), B Ashwood and J Scutt (Councillor Sales sub).

There were no declarations of interest.

### **139. MINUTES – 23<sup>RD</sup> JULY 2015**

The minutes of the Planning Committee meetings held on 23<sup>rd</sup> July 2015 were agreed as a correct record and signed by the Chairman.

### **140. DEMOLITION OF SPORTS CENTRE AND CONSTRUCTION OF NEW EDUCATION CAMPUS COMPRISING SECONDARY, PRIMARY (INCLUDING PRE-SCHOOL) & SPECIAL EDUCATIONAL NEEDS SCHOOLS; SPORTS FACILITIES INCLUDING PLAYING FIELDS; SUPPORTING INFRASTRUCTURE INCLUDING VEHICULAR & PEDESTRIAN ACCESS, PARKING, LANDSCAPING; NEW LEISURE CENTRE; TEMPORARY CONSTRUCTION ACCESS.**

**AT: SPORTS AND LEISURE CENTRE, CAMEL ROAD, LITTLEPORT**

**LPA REF: E/3004/15/CC**

**FOR: CAMBRIDGESHIRE COUNTY COUNCIL**

The Committee considered an application for the demolition of a sports and leisure centre in Littleport to make way for the construction of a new education campus comprising of secondary, primary (including pre-school) and special educational needs schools.

Officers highlighted to Members that it would be a large development and significant for a community the size of Littleport. Construction traffic would not pass through the community of Littleport and that the Scout Hut would remain in situ. Attention was drawn to the vehicular access to the Special Educational Needs School that was currently an Anglian Water pumping station.

Officers informed the Committee that a small number of objections to the development had been received regarding traffic, highways and the ongoing provision for community use of the facilities. Traffic calming measures were planned for Wisbech Road and it was recommended that a robust travel plan be developed. It was highlighted that Sport England were satisfied with the proposed access to the sports facilities.

Members' attention was drawn to draft planning conditions 7, 9, 10, 11, 28 and 29 that had been revised since the report had been published.

On behalf of the applicant, Lisa Skinner from Alliance Planning and the architect of the development spoke in support of the application. They informed Members that the proposed development would bring significant regeneration to the Littleport area. They confirmed that the existing sports and leisure centre would remain open during the construction of the new facilities and that they would be run by the Littleport Leisure Trust and not the school with no indication that the pricing structure would change. The buildings were flexible and offered joint use possibilities. For the design and construction of the buildings, agricultural forms had been used in sympathy with the local area and external building materials had been selected for durability. A Building Research Establishment Environmental Assessment Methodology (BREEAM) rating of very good was being targeted for the construction of the buildings and waste during the construction was being minimised. The efficiency of the heating system and water efficient fixtures and fittings were highlighted to Members.

In response to Members questions the applicant:

- Confirmed that the bulk of facilities would be leased to the Parish Council and would be controlled by the Littleport Leisure Trust. The second sports hall, tennis courts and some of the playing fields would be run by the school. Facilities had to be viable, and work had been completed to ensure they were. The new facilities were better with competition level courts available for the community.
- Explained that the erection of close boarded fencing for noise mitigation purposes did not form part of the proposal.
- Provided reassurance that only children with Special Educational Needs would be dropped off via the Elmside access and there was no intention for children to be picked up or dropped off on Elmside itself.
- Confirmed that the Scout Hut would be retained in its present position and that a memorandum of understanding covered their use of facilities.
- Explained further that the Elmside access was required to serve the Special Educational Needs (SEN) School and that it was only to be used for SEN School access and deliveries. The SEN children generally arrived at school by minibus or taxi and Elmside was only to be used to access the car park. The Elmside access was also required in case of emergency. It was explained that a lot of work had been undertaken regarding access. The children who would be utilising the SEN School access via Elmside were often very disabled and the access was developed with these children in mind and to avoid the mixing of traffic at the Camel Road access. Officers highlighted condition 17 of the report that covered access to the site.

The Member for Ely North and East, Councillor Michael Rouse spoke in support of the application. He informed Members that the proposed Littleport School was a key development. The schools complex was essential for the economic development of the Littleport area. Littleport had good transport links being on the A10, and had rail links. Councillor Rouse highlighted to Members that the closure of the secondary school in Littleport in the 1980's had affected the town and the proposed development was essential to make youngsters proud of Littleport. The importance of giving certainty to Ely schools in terms of dates because they needed to make plans was emphasised by Councillor Rouse. Members were urged to support recommendation.

During discussion of the report:

- Members congratulated officers and the applicants on the application and thanked Councillor Rouse for his comments.
- A Member commented that Littleport lost its heart when it lost its secondary school and as a result children became Ely centric, this development would change that. There would be more space at schools in Ely which would allow Ely to provide a better A-level offering and pressure would be relieved on other Further Education establishments.
- Members questioned the cost of the pumping station being moved and whether the capacity of the pumping station was able to manage increase demand from new housing developments. Officers explained that Anglian Water had confirmed there was sufficient capacity to manage the increased demand from the proposed school development. Officers reminded Members that the wider development of Littleport was outside of the application placed before Members. Those developments would have to ensure that they met drainage requirements as part of their applications.
- Concern was raised over condition 7 of the application being relaxed. It was confirmed that the developer had been working with Anglian Water on a foul water strategy.
- Councillor Hunt proposed that a recommendation be added that was seconded by the Chair to ensure that the high level of co-operative work between the applicants East Cambridgeshire District Council, Littleport Parish Council and the Leisure Trust continued.
- A Member expressed the view that the school should not be accessed via Elmside and the proposed footprint of the school should be moved in order that the existing leisure centre could be refurbished and therefore reduce the overall cost of the project.

It was resolved to:

- a) Grant planning permission subject to the conditions set out in appendix 1 of these minutes.
- b) Ensure that the close co-operative work between the applicants, East Cambridgeshire District Council, Littleport Parish Council and the Leisure Trust continued.

#### **141. SUMMARY OF DECISIONS MADE UNDER DELEGATED POWERS**

The Committee received a report on decisions made under delegated powers between 13<sup>th</sup> July 2015 and 1<sup>st</sup> September 2015.

The Committee resolved to note the report.

#### **142. BLOCK FEN DROVE UPDATE**

At the discretion of the Chairman, officers provided the Committee with an update regarding Block Fen Drove. Officers had commissioned the advice of Counsel who had requested

further information. A teleconference was scheduled to discuss the possibility of commencing litigation proceedings against the various companies who had breached the conditions associated with the planning permissions to obtain compliance. Officers advised that it may be necessary to call an extraordinary meeting of the Planning Committee.

**142. DATE OF NEXT MEETING: THURSDAY 15<sup>th</sup> OCTOBER 2015**

Chairman

**E/3004/15/CC**Time limit

1. The development hereby permitted shall be commenced not later than three years from the date of this permission.

*Reason: In accordance with the requirements of section 91 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004.*

Approved Plans

2. The development hereby permitted shall not proceed except in accordance with the details set out in the application documents as amended by the conditions of this decision notice and the following drawings:

- LSH0006 Rev B dated 20/04/15 Site Plan;
- 1325/LL/107 Rev P3 Site Masterplan dated 24/07/15;
- 1325/LL/105 Rev P5 Northern Layout Plan dated 24/07/15;
- 1325/LL/106 Rev P4 Southern Layout Plan dated 21/02/15 (as amended by drawing extract showing 5m wide shared footpath submitted with WYG letter dated 17/07/2015);
- 1325/LL/104 Rev P4 Camel Road Access Road Plan dated 23/03/15;
- 1325/LL/111 Rev P1 Cycle and Parking Layout dated 16/07/15;
- 1325/LL/117 Rev P0 Cycle Provision dated 15/07/2015;
- MMD-330763-C-DR-00-XX-5050 Rev P2 Byway Crossing Proposal dated 18.04.15 (as amended by drawing extract showing 5m wide shared footpath submitted with WYG letter dated 17/07/2015);
- MMD-330763-C-DR-00-XX-0550 Rev P5 Wisbech Road Traffic Calming General Arrangement dated 03.06.15;
- 1325/LL/112 Rev P0 Sports Pitch Layouts dated 25/06/2015;
- 1325/LP/301 Rev P3 Planting Master Plan dated 23/04/15;
- LCS-ATK-BW-00-DR-A-(20)-001 Rev 13 Proposed Ground Floor Plan MS3.1 Submission dated 27.04.15 (as amended by drawing extracts submitted with WYG letter showing amended layout of secondary and SEN schools entrance areas dated 17/07/2015);
- LCS-ATK-BW-01-DR-A-(20)-101 Rev 11 Proposed First Floor Plan MS3.1 Submission dated 27.04.15;
- LCS-ATK-BW-02-DR-A-(20)-201 Rev 10 Proposed Second Floor Plan MS3.1 Submission dated 27.04.15;
- LCS-ATK-BW-03-DR-A-(20)-301 Rev 8 Proposed Roof Plan MS3.1 Submission dated 27.04.15;
- LCS-ATK-BW-ZZ-DR-A-(23)-004 Rev 3 Proposed Elevations – Sheet 1 dated 27.04.15;
- LCS-ATK-BW-ZZ-DR-A-(23)-005 Rev 3 Proposed Elevations – Sheet 2 dated 27.04.15;
- LCS-ATK-BW-ZZ-DR-A-(23)-006 Rev 3 Proposed Sections through building dated 27.04.15;
- MMD-330763-E-DR-00-XX-2701 Rev P2 Electrical Services External Lighting Layout MS 4.0 Nov 2015 dated Apr 2015 except insofar as it is superseded by the requirements of condition 22; and
- 1325/AL/702 Rev P0 Tree Protection Plan dated 21/04/2015.

*Reason: To enable the planning authority to control the development that has been permitted.*

Construction Environmental Management Plan

3. No development shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the County Planning Authority. The CEMP shall propose mitigation measures for the control of pollution (including, but not limited to, noise, dust, vibration and lighting) during the construction and demolition phases. The approved CEMP shall be complied with at all times during the construction and demolition phases.

*Reason: To protect the amenities of the occupants of nearby residential properties in accordance with policy ENV9 of the East Cambridgeshire Local Plan (April 2015). The CEMP relates to the construction phase so must be in place before development starts.*

Prevention of water pollution

4. No development shall commence until a scheme for the provision and implementation of pollution control of the water environment has been submitted to and agreed in writing by the County Planning Authority. The approved scheme shall be carried out concurrently with the development and completed prior to its first occupation.

*Reason: To prevent the increased risk of pollution to the water environment in accordance with policy ENV9 of the East Cambridgeshire Local Plan (April 2015). The pollution control measures relate in part to the construction phase so must be in place before development starts.*

Construction noise, vibration and dust

5. No construction, or demolition work, or collections from, or deliveries to, the site shall take place other than between the hours of:-

0800 to 1800 on Mondays to Fridays; and  
0800 to 1300 hours on Saturdays.

Additionally, no construction, or demolition work, or collections from, or deliveries to the site shall take place on Sundays, Bank or Public Holidays.

*Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and to protect the amenities of nearby residential properties in accordance with policies ENV2 and ENV9 of the East Cambridgeshire Local Plan (April 2015).*

Surface water drainage

6. The development hereby permitted shall be carried out in accordance with the Flood Risk Assessment (FRA) dated February 2015 revision C by Mott MacDonald and in particular the following mitigation measures detailed within the FRA:-
- i) Flood resistant and resilient measures other than finished floor levels to 1.40m above Ordnance Datum (AOD);
  - ii) Finished floor levels for critical infrastructure are set no lower than 1.40 m AOD; and
  - iii) Finished floor levels for non-critical infrastructure are set no lower than 0.40 m AOD.

*Reason: To reduce the risk of inundation by floodwaters in accordance with policies ENV2 and ENV9 of the East Cambridgeshire Local Plan (April 2015).*

Foul water drainage

7. Within six months of the commencement of development a foul water drainage strategy shall be submitted to and approved in writing by the County Planning Authority. The approved scheme shall be carried out concurrently with the development and completed prior to its first occupation.

*Reason: To prevent environmental and amenity problems arising from flooding in accordance with policy ENV9 of the East Cambridgeshire Local Plan (April 2015).*

Contaminated land

8. In the event that contamination that was not previously identified is found at any time when carrying out the approved development, it shall be reported in writing to the County Planning Authority within 24 hours.

No further development shall be carried out until the developer has submitted in writing a remediation strategy to the County Planning Authority detailing how this contamination shall be dealt with; and written approval has been obtained to the remediation strategy required by this condition, from the County Planning Authority.

The development hereby permitted shall not be occupied until the approved remediation strategy has been implemented in full. Within one month of completion of the measures identified in the approved remediation strategy a verification report shall be submitted to the County Planning Authority.

*Reason: To protect and prevent the pollution of controlled waters from contaminated land in accordance with policy ENV9 of the East Cambridgeshire Local Plan (April 2015).*

Sports centre

9. The existing sports centre shall remain available for use until the replacement facilities have been completed and made available for use.

*Reason: To ensure that the community have continued access to sports facilities in accordance with policy COM3 of the East Cambridgeshire Local Plan (April 2015).*

Playing field

10. The secondary school shall not be first occupied until a scheme for the improvement and maintenance of playing field drainage, based upon the assessment of the existing playing field quality, and including an improvement and maintenance implementation programme, has been submitted to and approved in writing by the County Planning Authority. The approved scheme shall be carried out in accordance with the implementation programme as agreed.

*Reason: To ensure the quality of pitches is satisfactory and that they are available for use before intensification of use in accordance with policy COM3 of the East Cambridgeshire Local Plan (April 2015).*

Sports facilities

11. Within 6 months of the first occupation of the secondary school a community use scheme shall be submitted to and approved in writing by the County Planning Authority. The scheme shall cover community access to the schools and the indoor and outdoor facilities and shall include details of pricing policy, hours of use, access by non-school users and non-members, management responsibilities and a

mechanism for review. The development shall not be used other than in strict compliance with the approved agreement.

*Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport in accordance with policy COM3 of the East Cambridgeshire Local Plan (April 2015).*

Construction access

12. The temporary vehicular access road shown as item A on Morgan Sindall Site Layout Plan drawing no LPS\_01 dated 17/07/2014 shall be removed and the land restored in accordance with condition 13 within 3 months of first occupation of the development.

*Reason: To ensure that the playing fields are not permanently affected by the development in accordance with policy COM3 of the East Cambridgeshire Local Plan (April 2015).*

13. No development, including the temporary access road referred to in condition 12, shall commence until a plan showing how the existing playing fields will be protected during the construction phase has been submitted to and approved in writing by the County Planning Authority. The plan shall ensure that existing pitches are not adversely affected by the construction proposals, including the maintenance of adequate run-off areas and shall give details of restoration of any areas of playing field affected by the construction proposals. The approved plan shall be implemented in full until the construction access has been decommissioned.

*Reason: To ensure existing sports facilities, including playing fields are not adversely affected during the construction phase and to ensure any areas affected are restored in accordance with submitted details in accordance with policy ENV9 of the East Cambridgeshire Local Plan (April 2015). This plan relates to the construction phase so must be in place before development starts.*

Plant noise (operational phase)

14. The specific rated noise level of plant noise emitted from the site shall not exceed the existing background noise level or 35dBA, whichever is the higher, at the boundary of the nearest residential property. The noise levels shall be measured and/or calculated at the boundary of the nearest residential property. The measurements and assessment shall be made in accordance with BS4142:2014.

*Reason: To protect the amenity of local residents in accordance with policies ENV2 and ENV9 of the East Cambridgeshire Local Plan (April 2015).*

Noise impact of external sports and play areas

15. The sports and play areas shown coloured yellow on drawing no C15 attached to this decision notice shall not be used other than within the following times:

08:00 – 20:00 each day Monday – Friday

08:00 – 18:00 on Saturdays

09:00 – 16:00 on Sundays and Bank Holidays

*Reason: To avoid unreasonable disturbance to nearby residential properties in accordance with policies ENV2 and ENV9 of the East Cambridgeshire Local Plan (April 2015).*

Highway improvements

16. The development shall not be first occupied until the improvements to Wisbech Road



shown on drawing no MMD-330763-C-DR-00-XX-0550 Rev P5 have been implemented in full.

*Reason: In the interests of highway safety in accordance with policies ENV2 and COM7 of the East Cambridgeshire Local Plan (April 2015).*

#### Travel Plan

17. Within 12 months of first occupation of the development a full Travel Plan shall be submitted to and approved in writing by the County Planning Authority. The Travel Plan shall include:-

- i) measures to restrict pupil drop off and pick up other than within the designated spaces within the school and particularly on Elmside and Wisbech Road;
- ii) measures to monitor its effectiveness;
- iii) measures to remediate failures to comply with its objectives; and
- iv) measures to assess the need for more cycle parking spaces before the 5<sup>th</sup> form of entry to the secondary school.

The approved travel plan shall be implemented in accordance with the timescales set out within the approved document.

*Reason: To ensure the safe and efficient operation of the highway and promote sustainable travel in accordance with policies ENV2 and COM7 of the East Cambridgeshire Local Plan (April 2015).*

#### Bats

18. No demolition of the pumping station building shall take place until a check for roosting bats has been made by a competent ecologist. A report of the ecologist's check shall be submitted to the County Planning Authority within 2 weeks of the check taking place. The mature willow trees located immediately north of the pumping station building shall not be removed unless they have first been checked for the presence of bats by a competent ecologist. A report of the ecologist's check shall be submitted to the County Planning Authority within 2 weeks of the check taking place.

*Reason: In the interests of a protected species in accordance with policy ENV7 of the East Cambridgeshire Local Plan (April 2015).*

#### Breeding birds

19. No removal of hedgerows or trees shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken
- a detailed check of vegetation for active birds' nests immediately before the vegetation is cleared; and
  - provided written confirmation to the County Planning Authority prior to the removal of any vegetation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site.

*Reason: To protect breeding birds in accordance with policy ENV7 of the East Cambridgeshire Local Plan (April 2015).*

#### Bird and bat boxes

20. The development shall not be occupied until no fewer than 3 bird boxes and two bat boxes have been installed in locations and of designs that have been agreed in writing with the County Planning Authority.

*Reason: In the interests of enhancing biodiversity on the site in accordance with policy ENV7 of the East Cambridgeshire Local Plan (April 2015).*

Construction trenches

21. All construction trenches shall be covered overnight or a means of escape provided for any hedgehogs (or other mammals or reptiles) that may have become trapped. Areas of scrub shall be hand-searched prior to mechanical clearance to ensure no hedgehogs are present.

*Reason: To protect wildlife in accordance with policy ENV7 of the East Cambridgeshire Local Plan (April 2015).*

Foot and cycle path lights

22. No lights shall be erected on the shared foot and cyclepath parallel to Black Bank Drove until a scheme has been submitted to and approved in writing by the County Planning Authority, which demonstrates that lighting LUX levels have been reduced either via re-positioning of the proposed lighting units or through appropriate baffling/directional methods away from the boundary trees. The lighting shall only be installed and retained in full accordance with the details of the approved scheme.

*Reason: Black Bank Drove is an important bat commuting/foraging corridor route in accordance with policy ENV7 of the East Cambridgeshire Local Plan (April 2015).*

Replacement tree planting

23. If within a period of 5 years from the date of planting of any tree or shrub, that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, becomes in the opinion of the County Planning Authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted in the same place, unless the County Planning Authority gives its written consent to any variation.

*Reason: In the interests of landscape character and nature conservation in accordance with policies ENV1 and ENV2 of the East Cambridgeshire Local Plan (April 2015).*

Materials

24. No external walls or roofs shall be constructed until details of the colours and finishes of the materials has been submitted to and approved in writing by the County Planning Authority. The development shall be carried out in accordance with the approved details.

*Reason: To enable the planning authority to control the development in the interests of the visual amenity of the neighbourhood in accordance with policy ENV2 of the East Cambridgeshire Local Plan (April 2015).*

Fire hydrant

25. No part of the development hereby permitted shall be occupied until a scheme for the provision of water supply and fire hydrant necessary for fire fighting purposes at the site has been submitted to and approved in writing by the County Planning Authority

*Reason: To ensure that there is a sufficient and accessible water supply for fire-fighting in accordance with policy ENV2 of the East Cambridgeshire Local Plan (April 2015).*

26. The development shall not be occupied until fire hydrants have been provided in accordance with the scheme approved in writing by the County Planning Authority under condition 25.

*Reason: To ensure that there is a sufficient and accessible water supply for fire-fighting in accordance with policy ENV2 of the East Cambridgeshire Local Plan (April 2015).*

External lighting

27. With the exception of security lighting shown on drawing no MMD-330763-E-DR-00-XX-2701 Rev P2 Electrical Services External Lighting Layout MS 4.0 Nov 2015 dated Apr 2015 no external lighting shall be used except between 0700 and 2300 hours.

*Reason: To protect the amenity of local residents in accordance with policy ENV2 of the East Cambridgeshire Local Plan (April 2015).*

BREEAM

28. within 6 months of the commencement of development:

i) evidence that the development is registered with the Building Research Establishment (BRE) under BREEAM (either a 'BREEAM Buildings' scheme or a 'bespoke BREEAM') and a Design Stage Assessment Report showing that the development will achieve an BREEAM rating of no less than 7 credits in Ene01 Reduction of CO2 Emissions and no less than 2 credits in Wat01 Water Consumption of relevant BREEAM assessment within overall 'Very Good' shall be submitted to the County Planning Authority; and

ii) a BRE issued Design Stage Certificate demonstrating that the development has achieved a BREEAM rating no less than 7 credits in Ene01 Reduction of CO2 Emissions and no less than 2 credits in Wat01 Water Consumption of relevant BREEAM assessment within overall 'Very Good' shall be submitted to, and approved in writing by, the County Planning Authority. A completed pre-assessment estimator will not be acceptable.

*Reason: To ensure that the development is sustainable and makes efficient use of energy, water and materials in accordance with policies ENV2 and ENV4 of the East Cambridgeshire Local Plan (April 2015).*

29. Within one year of first occupation of the development hereby approved a BREEAM Design Stage Certificate and a Building Research Establishment issued Post Construction Review Certificate confirming that the part of the development to which it relates has achieved a BREEAM rating no less than 7 credits in Ene01 Reduction of CO2 Emissions and no less than 2 credits in Wat01 Water Consumption of relevant BREEAM assessment within overall 'Very Good' shall be submitted to, and approved in writing by, the County Planning Authority.

*Reason: To ensure that the development is sustainable and makes efficient use of energy, water and materials in accordance with policies ENV2 and ENV4 of the East Cambridgeshire Local Plan (April 2015).*

Flood Plan

30. The development hereby permitted shall not be first occupied until a Flood Plan, which shall include an appropriate method of flood warning and evacuation, has been submitted to and approved in writing by the County Planning Authority. The approved scheme shall be undertaken concurrently with the development and implemented in full prior to its first occupation.

*Reason: To ensure the safe use of the development in extreme circumstances in accordance with policy ENV2 of the East Cambridgeshire Local Plan (April 2015).*

**Agenda Item Number: 3**

Section 73 application, as amended, for continued extraction and processing of sand and gravel with construction of an agricultural reservoir with variation of condition 3 of planning permission S/01283/10/CM to extend time for completion of reservoir to 31 December 2016, and without compliance with Schedule 2 of the second S106 agreement requiring the stopping up of part of Dernford Lane Sawston (resulting from the proposed removal of the temporary access as previously approved under planning permission S/01669/02/CM)

**LAND AT: Dernford Farm, Cambridge Road, Sawston**  
**FOR: Russell Smith Farms**  
**LPA REF: S/00468/13/CM**

**To:** Planning Committee

**Date:** 12 November 2015

**From:** Acting Head of Growth and Economy

**Electoral division(s):** Sawston

**Purpose:** To consider the above planning application

**Recommendation:** It is recommended that condition 3 is amended as set out in paragraph 10.1 and that permission is granted subject to the reinstatement of condition 13 of S/01669/02/CM; subject to the conditions of S/01669/02/CM and S/01283/10/CM that remain relevant; and a variation of the S106 agreement attached to the original planning permission to cover:

- (i) Agreements from landowners, British Rail, drainage bodies, Highways Agency, Local Highway Authority to carry out and maintain the irrigation infrastructure
- (ii) HCV routing scheme
- (iii) Habitat creation and management plan
- (iv) Groundwater and surface water monitoring
- (v) Public access strategy
- (vi) Scheme for re-use/disposal of soil and excavated material other than sand and gravel

***Officer Contact:***

Name:	Helen Wass
Post:	Development Management Officer
Email:	<a href="mailto:Helen.Wass@cambridgeshire.gov.uk">Helen.Wass@cambridgeshire.gov.uk</a>
Tel:	01223 715522

***Member Contact:***

Name:	
Portfolio:	
Email:	
Tel:	

## **1.0 BACKGROUND**

- 1.1 Planning permission, reference S/01669/02/CM, was granted in November 2005 for the extraction and processing of approximately 500,000 tonnes of sand and gravel from approximately 15 hectares of a 22.4 hectare site. This would create an agricultural reservoir that would store up to 75 – 80 million gallons of water (to be taken from the River Cam during periods of high flow when there is a surplus). The development of the reservoir was in response to Government support for diversification of cropping regimes, and the applicant's wish to expand the area to be cropped in order to produce organically grown potatoes for which summer irrigation was required. The remaining 7 hectares of the site were required for operational purposes during the construction period. These are to be restored to farmland, grassland, scrub and woodland upon completion of the development.
- 1.2 The planning permission that was granted in 2005 was granted subject to conditions including a requirement that the development (including the commissioning of the reservoir) be completed within 4 years of commencement of development. Development commenced in September 2006 with a detailed archaeological investigation followed by construction of the access road and commencement of mineral extraction. Therefore under the terms of the original permission development should have been completed by September 2010. An application reference S/01283/10/CM was submitted in July 2010 to extend the duration of the planning permission by a little over 3 years to 31 December 2013 and approved by the Development Control Committee in October 2010.
- 1.3 The planning permission granted in 2005 was supported by a S106 agreement which, amongst other things, required that HCV traffic serving the site uses the A1301 Sawston Bypass to the south and avoids the villages of Stapleford, Great Shelford and Sawston.
- 1.4 In 2010 permission was also granted to retain the temporary access road which under the terms of condition 13 of the original permission had been required to be removed within 3 months of the reservoir being commissioned. Permission reference S/01283/10/CM was also granted subject to a S106 agreement which required Dernford Lane to be stopped up and the new road made up to adoptable standard. It is not acceptable in highway safety terms to have two accesses onto the A1301.
- 1.5 The sand and gravel extraction was completed in early 2013. The processing plant has been removed. There is a small stockpile of processed sand which is being removed. The void has been shaped ready for placing a clay liner, which is necessary to provide hydraulic separation between the water in the reservoir and the groundwater in the underlying chalk. Clay is being brought to the site to create the clay liner.

## **2.0 THE PROPOSAL**

- 2.1 Condition 3 of planning permission S/01283/10/CM states:-

*“The development hereby permitted shall expire on 31 December 2013 by which time all fixed plant, structures and equipment shall have been removed and the landscaping and commissioning of the reservoir shall have been completed.”*

- 2.2 The current application, reference S/00468/13/CM, was submitted in December 2013. In February 2014, the Planning Committee resolved to grant planning permission to extend the period for completing the development by 2 years i.e. until 31 December 2015, subject to a (further) S106 agreement. In the course of negotiating this agreement, it became apparent that it would be very costly to make the new access road to adoptable standard. The agreement has not been completed. Therefore planning permission could not be issued.
- 2.3 It became apparent that the development would not be completed by 31 December 2015. In the interim, the applicant has amended the planning application reference S/00468/13/CM, to seek permission for an additional 12 months i.e. until 31 December 2016. Also the applicant now proposes to remove the access road, which was required by condition 13 of the original planning permission.

### **3.0 APPLICANT'S CASE**

- 3.1 The applicant has identified a number of factors that have delayed completion of the reservoir:
- 3.2 Firstly, the construction work (mineral removal and processing) started in 2007/08. This coincided with the downturn in the economy, which was severely felt in the construction sector and resulted in a noticeable reduction in the demand for minerals. Secondly, the clay-like chalk, which underlies the sand and gravel, is not a suitable engineering material for lining the site. It is, therefore, necessary to import dense engineering clay.
- 3.3 Such material is generated by the construction industry and is generally available and can be delivered at competitive rates. When the original application was submitted, it was anticipated that engineering clay would be sourced from the development sites in the north of Cambridge. Compliance with the HCV routing agreement was not a problem for despatch of the sand and gravel as the market for the mineral was largely to the south of Cambridge. This has, however, in the applicant's opinion severely restricted the ability to obtain sufficient quantities of suitable clay.
- 3.4 In June 2012, the County Council's Development Control Committee refused the developer's request to vary the terms of the second S106 agreement so as to allow vehicles bringing engineering clay to the site to use the A1301 via Great Shelford and Stapleford. This took the form of a separate application not connected to a concurrent planning application (see section 7.0 below).
- 3.5 The reservoir cannot be completed without suitable impervious materials. Some 100,000 to 120,000 cubic metres of engineering clay is estimated

to be required. Approximately 40% is on site. This engineering operation involves waste recovery and needs an environmental permit from the Environment Agency. It took the developer around 6 months to acquire the necessary permit. The permit places very stringent chemical/quality parameters on the project because the site is located above Chalk which is a Principal Aquifer. Only Boulder clay is suitable. The “blue” clay from the Cambridge area fails the permit specification. This reduces the potential sources of material that may be used.

#### **4.0 THE SITE**

- 4.1 The site lies immediately south of the village of Stapleford in the parish of Sawston, between the A1301 and the main railway line. The south-eastern boundary of the site is Dernford Lane, an unclassified road leading from the A1301 to the railway line approximately 700m to the south west. Beyond the railway line, via a level crossing, the route becomes a public footpath and private road to two residential properties, River Cottage and Dernford Mill House. Dernford Lane also serves (immediately east of the railway line) Dernford House and the former Dernford Farm buildings which have been converted to an agricultural workers’ hostel. The Bungalow is the warden’s house and Dernford Barn is the office.
- 4.2 There are a number dwellings close to the site: Bridge End Cottage abuts the eastern corner at the junction of Dernford Lane and the A1301; Dernford House and the hostel complex are located along the southern boundary of the site; and Stapleford Grange lies on the eastern side of the A1301 opposite the access road. To the north of the site is the residential area of Aylesford Way, Stapleford.
- 4.3 Dernford Farm Grassland County Wildlife Site is located approximately 125m south of the site and Dernford Fen SSSI approximately 290m to the southeast. The site is within the Cambridge Green Belt.
- 4.4 Small areas along the northern and western boundaries of the site lie in Flood Zone 2. The River Cam flows to the west of the railway line, with its tributary, the River Granta, flowing through the strip of land separating Stapleford from the field of which the site forms part.

#### **5.0 CONSULTATIONS**

- 5.1 South Cambridgeshire District Council – No comments received.
- 5.2 Sawston Parish Council – No objection.
- 5.3 Stapleford Parish Council – recommend approval but are concerned about the removal of the HGV access road. This road is in a safer position than the old road allowing visibility both for joining the A1301 and for cyclists and pedestrians using the cycle path crossing the access road. This access should be retained and improved to meet current highway standards and it could also serve as the entrance to Bridge End Cottage. The old entrance road is in desperate need of major repair and



presents a further danger to vehicles on the highway plus to cyclists and pedestrians using the cycle track/footpath from Stapleford to Sawston.

The County Council and the applicants are reminded of the condition in the original planning application that the area around the reservoir is to be restored and become an area of open space for local residents to be able to access.

Any associated HGV movement should not come through the villages of Stapleford or Shelford.

- 5.4 Great Shelford Parish Council – No objections to the extension of the permission for a further year provided the existing conditions still apply. It is disappointing that the new access has not been built to the required specifications as it is considered to be much safer than the existing access and the parish council would prefer to see it retained and built so it can be adopted.
- 5.5 Little Shelford Parish Council – In principle there is no objection to extending the completion date to 31 December 2016. However, this is only with the proviso that the existing restrictions on using the primary road network through Stapleford (A1301) remain in place.
- 5.6 Highways Development Control – The proposed increase in timescale to complete the works will have no significant impact on the operation of the adopted public highway for, as the applicant states, no additional vehicle movements will be required. Therefore, from the Highway Authority's perspective the proposed extension of time would be acceptable.
- 5.7 Environment Agency – No objection in principle but the applicant should ensure that all related permits and consents are valid at least until 31 December 2016.
- 5.8 Individual representations – Two local residents object to the current proposal because the developers have already been granted an extension of time and a landscaped reservoir which should have been in place by 2011. The occupiers of the house nearest to the site believe that they have been affected by the development for too long and suggest that in order to expedite completion of the reservoir the lorry routing restriction be lifted. The lorries delivering the clay would be not be a significant increase on the hundreds that use the A1301 daily.
- 5.9 A representation has been received which considers that the new access road should be retained because it is safer for cyclists to cross it than the old Dernford Road which has poor visibility splays. The cycle path is well used by school children. It is stated that there is much increased traffic on Dernford Road because of an enlarged agricultural workers' hostel and campsite and that the proposed car park for people using the path around the reservoir will further increase motor traffic.

## **6.0 PLANNING POLICIES**

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The relevant policies from the development plan are set out in paragraphs 6.3 and 6.4 below.

6.2 The National Planning Policy Framework (2012) is also a material planning consideration.

6.3 Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy Development Plan Document (adopted July 2011) (the MWCS)

CS42 - Agricultural Reservoirs, Potable Water Reservoirs and Incidental Mineral Extraction

CS34 – Protecting Surrounding Uses

CS32 – Traffic and Highways

6.4 South Cambridgeshire Local Development Framework Development Control Policies Development Plan Document (adopted July 2007) (SCDPD)

GB/2 – Mitigating the impact of development in the Green Belt

DP/3 – Development Criteria

## **7.0 PLANNING HISTORY**

7.1 S/01669/02/CM - Extraction and processing of sand & gravel in connection with construction of an agricultural reservoir granted 13 November 2005

7.2 S/01283/10/CM – Development without compliance with condition 3 (extension of time to 31 December 2013) and condition 13 (retention of temporary access) of planning permission S/01669/02/CM granted 26 October 2011

7.3 Application to vary terms of S106 planning obligation to allow relaxation of HCV routing agreement refused 27 June 2012

7.4 S/1952/14/OL – Outline application for recreational development (refused by South Cambridgeshire District Council 22 January 2015)

## **8.0 PLANNING CONSIDERATIONS**

8.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies and how these are expected to be applied. At its heart is a presumption in favour of sustainable development (para 14). It states that:

- Proposed development that accords with the development plan should be approved without delay;
  - Where the development plan is absent, silent or relevant policies are out-of-date permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or specific policies in the NPPF indicate development should be restricted; and
  - Proposed development that conflicts with an up-to-date development plan should be refused unless other material considerations indicate otherwise.
- 8.2 Along with a presumption in favour of sustainable development the NPPF (para 28) seeks to promote a strong rural economy by the development and diversification of agricultural and other land-based rural businesses. The proposed development which will enable the capture and storage of water in times of surplus and its reuse in times of deficit to grow food is consistent with the Government's objectives.
- 8.3 The NPPF also wishes to see land worked for minerals reclaimed at the earliest opportunity (para 33 Technical Guidance). MWCS policy CS42 deals with agricultural reservoirs and clause (e) states that the phasing and duration of the development should adequately reflect the importance of the early delivery of water resources. The original planning application was submitted in August 2002 and when in January 2004 the Council's Development Control Committee resolved to grant permission for a period of 4 years there must have been an expectation by the developer and within the local community that the mineral extraction and resulting irrigation reservoir would be completed by about 2009. For the reasons set out in paragraph 1.2 and section 3.0 this has not happened.
- 8.4 The developer, for economic reasons, finds the supply of clay limited by the Environment Agency's specification and the requirement for HCVs to use the Sawston bypass and approach the site from the south so as to avoid travelling through the villages. It could be argued that the developer should instead find and buy clay from sources other than construction waste and/or bear the cost of delivery in accordance with the routing agreement. It is understood that clay quarried at Waterbeach does not meet the environmental permit criteria as it is not Boulder clay (see paragraph 3.5).
- 8.5 The consultation responses show that there is generally a desire for the lorry routing restriction to remain in place but that the development has gone on for too long. The current application follows the Council's refusal to relax the terms of the S106 planning obligation in 2012. The proposal to revert to the removal of the access road and the old Dernford Road is not supported by Stapleford and Great Shelford Parish Councils and an individual.
- 8.6 The local community clearly believe that clay-bearing lorries will have an unacceptable impact on residential amenity and road safety if they are

allowed to use the A1301 through the villages. Retaining the existing routing agreement which requires HCVs serving the site to only use the A1301 from the Sawston bypass to the south will ensure that the residential amenity of residents in Stapleford and Great Shelford will not be worsened by the importation of clay until December 2016. MWCS policy CS32 states that minerals and waste development will only be permitted where any associated increase in traffic would not cause unacceptable harm to the environment, road safety or residential amenity. MWCS policy CS34 also seeks to protect residential amenity. SCDPD policy DP/3 has a similar aim to protect residential amenity from, amongst other things, traffic. The applicant's proposal to extend the duration of the development in order to comply with the routing agreement is, therefore, in accordance with these development plan policies.

- 8.7 The clay is essential to create the reservoir and it considered that if the extension of time for completing the development is not granted, the agricultural justification for the reservoir as well as the associated beneficial after-uses of the surrounding land could be compromised. Furthermore, the reservoir will be left in a half-finished state which would be inconsistent with its Green Belt location. SCDPD policy GB/2 requires that any development considered appropriate within the Green Belt is designed so that it does not have an adverse effect on the rural character and openness.

#### Access road

- 8.8 Planning permission S/01669/02/CM has already been granted in 2005 for proposals including the removal of the temporary access road subject to the following condition:

*13. Within 3 months of the completion and commissioning of the agricultural reservoir hereby permitted, the temporary access shown on plan R1057/2a and any warning signs required by the above condition 12 shall be removed, and the Cambridge Road cycleway/highway verge reinstated with a scheme which shall have been submitted to and approved in writing by the Mineral Planning Authority within three months of the cessation of gravel extraction. The submitted scheme shall also include details of the reinstatement/repair of the carriageway or verge of Dernford Lane at the point of the vehicle crossing.*

In 2011 planning permission S/01283/10/CM was granted without the above condition 13, enabling the access road to be retained. This resulted in the additional requirements contained within the second S106 agreement requiring part of Dernford Road to be stopped up and the access to be made available for adoption by the highway authority as an alternative to Dernford Road in the interests of highway safety because at that time the developer wished to retain the access road and it was not considered acceptable to keep both roads, as referred to above in paragraph 1.4.

- 8.9 It is acknowledged that there is a desire within the local community for the access road to be retained after the reservoir has been completed. The

reasons given are that it will be safer for cyclists to cross the access road than the old Dernford Road which has poorer visibility for motorists turning into and out of it from and to the A1301. However, what needs to be considered, in the context of this application, is whether the traffic generated by the reservoir when it has been completed will be enough in highway safety terms to justify requiring the developer to retain and or carry out improvements to the access road.

- 8.10 The reservoir once commissioned will generate very little traffic itself. The proposed car park will provide 15 spaces for people to use the new footpath. No formal leisure facilities are proposed so the site is unlikely to attract large numbers of visitors. It is contended by representors that there has been an increase in the amount of traffic using Dernford Lane (see paragraph 5.9). However this is not borne out by the planning history of premises at the western end of Dernford Lane.
- 8.11 Dernford Lane serves the properties listed in paragraph 4.1. It is the agricultural workers' hostel complex that generates traffic over and above that of a single dwelling. Planning permission was granted in 2006 and is subject to a S106 agreement that requires the occupiers of the property to use their best endeavours to limit the use of motor vehicle movements to and from the site. They are also required to take steps to discourage occupiers of the site from using motor vehicles during the morning and afternoon school travel periods.
- 8.12 An application has recently been submitted to South Cambridgeshire District Council for change of use and alterations to existing former agricultural buildings [the hostel complex] to provide 21 self-contained holiday accommodation units & 20 camping pitches, 10 serviced caravan pitches and ancillary parking, reception, wc/washing facilities, manager's accommodation (existing). The application is invalid so has not been registered.
- 8.13 The agricultural workers' hostel received planning permission in 2006 when it was assumed that the reservoir access road would only be temporary and would be removed by the end of 2010. At that time it was considered that in the long term Dernford Lane would be adequate for traffic generated by the hostel. The new application for holiday accommodation will, when valid and registered, be assessed on its own merits. The highway authority will consider whether or not the traffic it would generate could be safely accommodated by Dernford Lane.
- 8.14 It is considered that the traffic that will be generated by the reservoir and associated low key leisure use is not enough to compromise highway safety to such a degree that the mineral planning authority is justified in requiring the temporary access to be retained.

## **9.0 CONCLUSION**

- 9.1 For the reasons set out in section 8.0 it is considered that the proposed extension of time until 31<sup>st</sup> December 2016 is in accordance with the Government's aspirations to promote sustainable development and

support the development of agricultural businesses. The proposal to no longer retain the access road is also in accordance with the relevant development plan policies concerning the impact of traffic provided that condition 13 is reinstated. It is not considered that the material change in circumstances since the planning permission for the reservoir was granted in 2005 justify a different recommendation in relation to the access road.

## **10.0 RECOMMENDATION**

10.1 It is recommended that planning permission is granted subject to conditions including, amongst others, an amendment to condition 3 of planning permission S/01283/10/CM; subject to the reinstatement of condition 13 of S/01669/02/CM; subject to the conditions of S/01669/02/CM and S/01283/10/CM that remain relevant and a variation of the S106 agreement attached to the original planning permission to cover:

(i) Agreements from landowners, British Rail, drainage bodies, Highways Agency, Local Highway Authority to carry out and maintain the irrigation infrastructure

(ii) HCV routing scheme

(iii) Habitat creation and management plan

(iv) Groundwater and surface water monitoring

(v) Public access strategy

(vi) Scheme for re-use/disposal of soil and excavated material other than sand and gravel

### **Condition 3**

The development hereby permitted shall be limited to a period expiring on 31 December 2016 by which time all fixed plant, structures and equipment shall have been removed and the landscaping and the commissioning of the reservoir shall have been completed.

**Reason:** *To ensure that the working and restoration of the mineral site to its proposed use of an agricultural irrigation reservoir takes place in a definitive timescale, in the interests of residential amenity in accordance with the NPPF and policy CS39 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy DPD (July 2011) and policy GD/2 of the South Cambridgeshire Local Development Framework Development Control Policies DPD (July 2007)*

### **Condition 13**

Within 3 months of the completion and commissioning of the agricultural reservoir hereby permitted, the temporary access shown on plan R1057/2a and any warning signs required by the above condition 12 shall

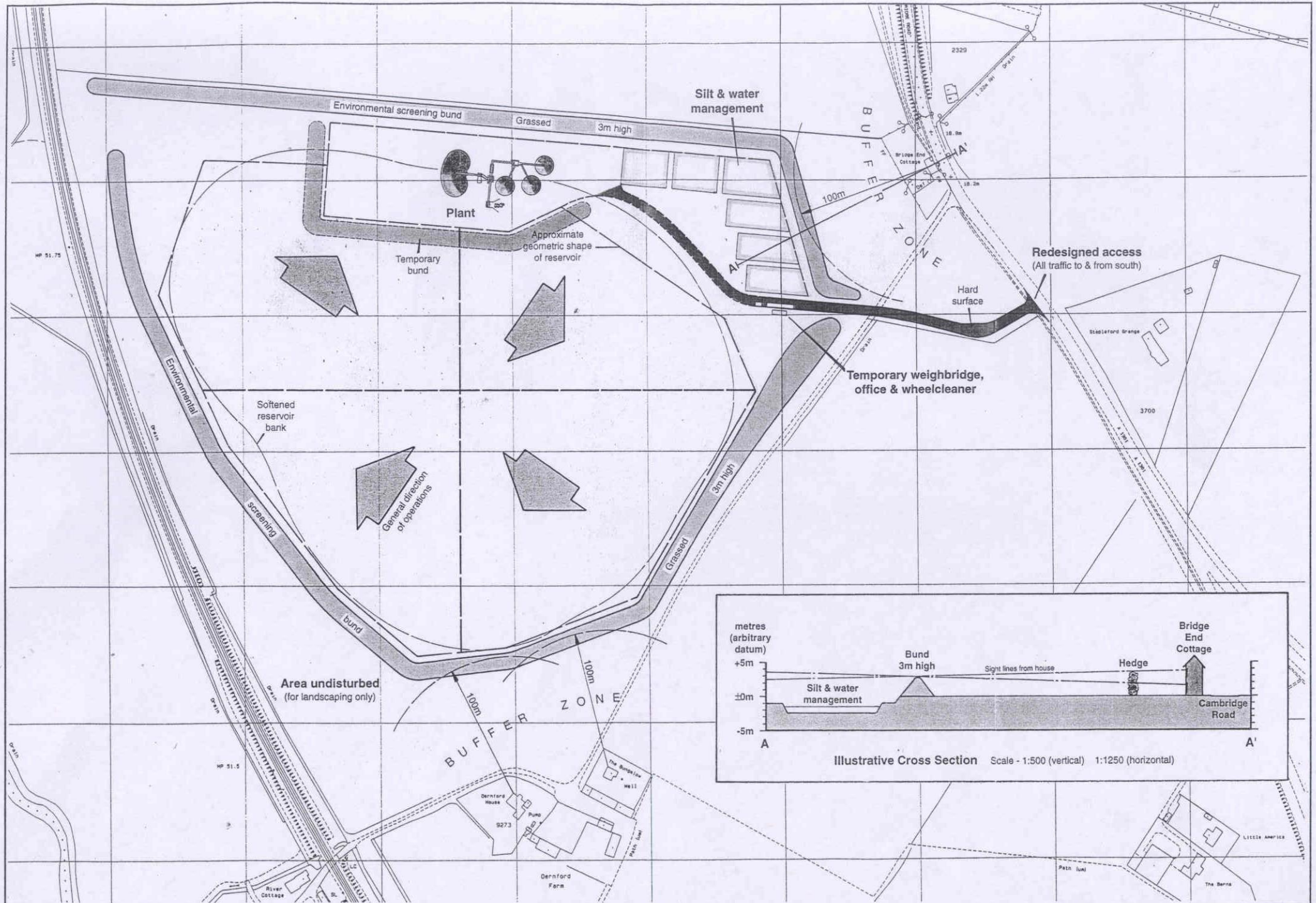
be removed, and the Cambridge Road cycleway/highway verge reinstated in accordance with a scheme which shall have been submitted to and approved in writing by the Mineral Planning Authority within 3 months of the date of this permission. The submitted scheme shall also include details of the reinstatement/repair of the carriageway or verge of Dernford Lane at the point of the vehicle crossing.

**Reason:** *In the interests of highway safety in accordance with policy CS32 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy DPD (July 2011)*

Source Documents	Location
Planning permission S/01669/02/CM Planning permission S/01283/10/CM Report to DCC 27 June 2012 Report to Planning Committee February 2014	Shire Hall, Cambridge

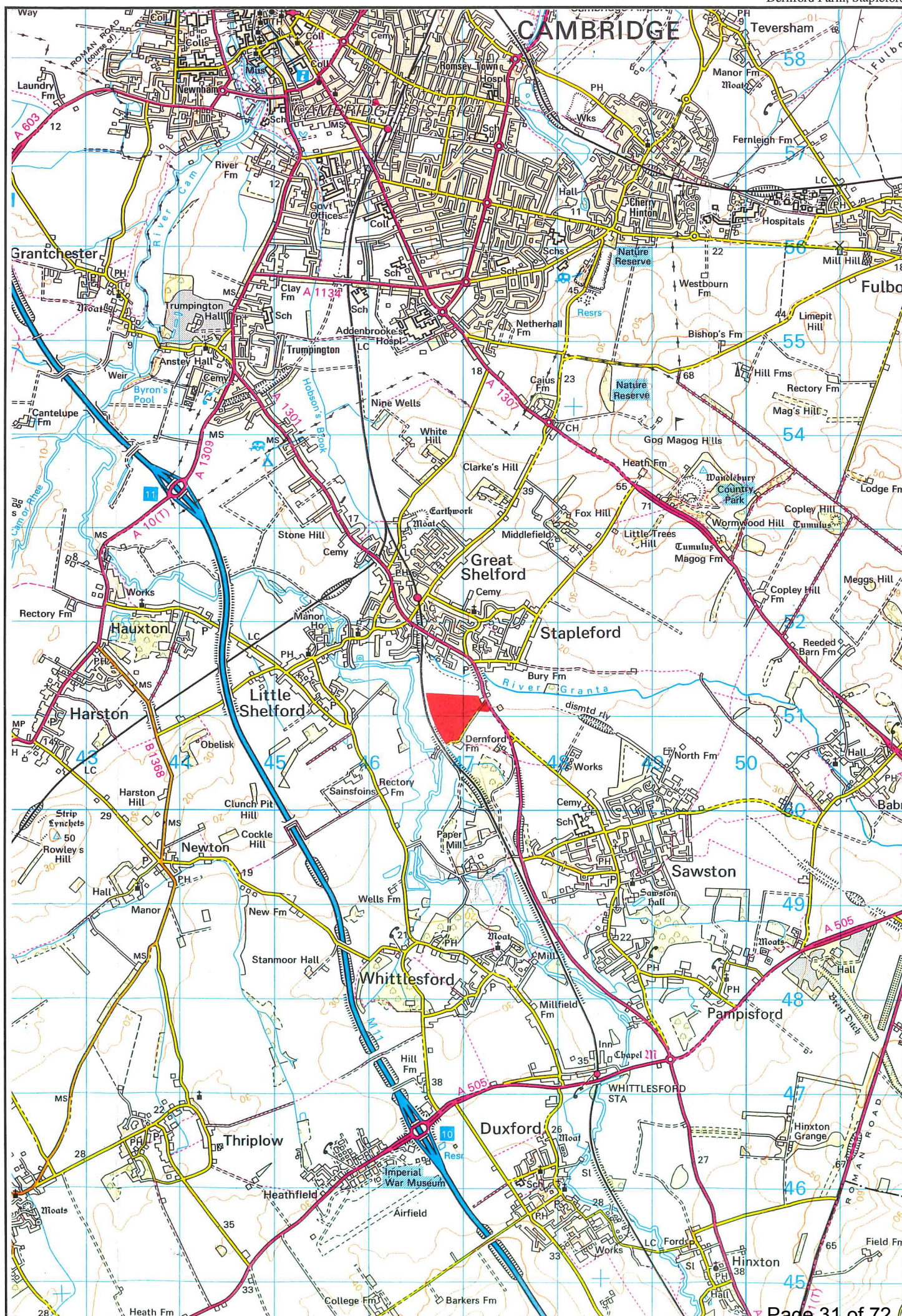
















**ERECTION OF FOUR CLASSROOM EXTENSION TO INFANT SCHOOL WITH ASSOCIATED FACILITIES; AND ERECTION OF TWO CLASSROOM EXTENSION TO COMMUNITY GROUP WITH ASSOCIATED OFFICES AND FACILITIES**

**AT: MAPLE GROVE INFANT SCHOOL AND COMMUNITY GROUP, MAPLE GROVE, MARCH, PE15 8JT**

**FOR: CAMBRIDGESHIRE COUNTY COUNCIL**

**LPA REF: F/2003/15/CC**

*To:* **Planning Committee**

*Date:* **12 November 2015**

*From:* **Acting Head of Growth & Economy**

*Electoral division(s):* **March North**

*Purpose:* **To consider the above planning application**

*Recommendation:* **It is recommended that planning permission be granted subject to the conditions set out in paragraph 9.2 and the informative set out in paragraph 9.3**

<b><i>Officer contact:</i></b>	
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## **1.0 BACKGROUND**

- 1.1 Maple Grove Infant School is located in north March opposite Westwood Junior School. On the 1<sup>st</sup> September 2015 Maple Grove Infant School and Westwood Junior School combined to become Westwood Primary School, a 3 form entry school operating on two sites either side of Maple Grove (road). The combined school serves a primary school catchment area covering central and north-west March.
- 1.2 For the 2015/2016 academic year, the combined primary school has a published admission number of 630 pupils in 3 forms of entry, which equates to 270 pupils in the infant school. Additionally, Maple Grove Community Group operates a pre-school from a building on the infant school site, which has a total capacity of 72 children.
- 1.3 For the purposes of this report, the application will continue to be referred to as extensions to Maple Grove Infant School and Community Group, on the site to the north of Maple Grove, with the Junior School located on the separate site.

## **2.0 SITE AND SURROUNDINGS**

- 2.1 The application site is located on the northern side of Maple Grove and includes the Maple Grove Infant School and the Community Group buildings, some areas of hard-play, the access road, and car park. The application site has an area of 0.99 hectares.
- 2.2 The remainder of the school site includes soft play area to the south-east of the infant school building and the school playing field to the west and north of the buildings. There is also other land within the ownership of the County Council, adjacent to the application site. This includes a dwelling to the west of the access onto Maple Grove, and an area of undeveloped land to the north of the school site.
- 2.3 The car park is located directly off the access road to the south, directly behind the houses on Maple Grove, and there is an additional pedestrian access to the east of the site from Acacia Grove. The temporary mobile classroom for the pre-school is located behind the Community Group building, to the north. These are all included within the application area.
- 2.4 To the east and west of the school site there is residential housing, with housing also running along Maple Grove to the south east and south west. Westwood Junior School is directly opposite the site and there is housing on the other side of the road, running east and west from the Junior School site.

### **3.0 PROPOSAL**

- 3.1 This application proposes an extension to the Infant School of four classrooms including toilets, cloakrooms, and storage and circulation space, to the north-east of the existing building. When combined with proposed internal refurbishment and rearrangement to the existing building, the proposal will effectively increase the school by three classrooms, to increase capacity by 90 pupils.
- 3.2 Additionally, a two classroom extension, including associated internal circulation space, toilets, kitchenettes, office and interview rooms, is proposed to the front of the Community Group building. This would facilitate the removal of a mobile classroom from the site, which is currently used by the pre-school. This proposal is therefore expected to result in a one classroom increase in pre-school capacity.
- 3.3 It is also proposed to replace the existing 16 car parking spaces with a 38 space car park, and to increase the cycle and scooter parking provision by 84 spaces (of which 36 would be cycle and 48 would be scooter spaces). This would result in a total of 112 cycle and scooter spaces across the site. New landscaping and external works are proposed to the soft landscaped areas surrounding the buildings. Additionally, the access road is proposed to be widened to allow two cars to pass.
- 3.4 In summary, the proposed development would therefore increase the Infant School capacity by three classes (90 pupils) to create a 4-form entry school with a capacity of 360 pupils, and the pre-school capacity by one class (24 children) to 4 classes totalling 96 pupils.

### **4.0 PLANNING HISTORY**

- 4.1 The Maple Grove Infant School has little recent relevant planning history. Two mobile classrooms were installed in the early 1990s (F/01004/91/CC and F/00880/92/CC).
- 4.2 The Community Group building (pre-school) was granted planning permission in 2000 (F/00002/00) to the west of the infant school, with permission granted for a mobile classroom in 2011 (F/YR11/0849/F) to increase capacity. This was replaced by an extension in 2012, granted under F/YR12/0553/F. A further retrospective planning permission was granted for the existing mobile classroom in 2015 (F/YR15/0260/F).

### **5.0 CONSULTATION**

- 5.1 Fenland District Council –no objection.
- 5.2 March Town Council– recommend approval.

- 5.3 CCC Highways Development Management—included in the comments from CCC Transport Assessments.
- 5.4 CCC Transport Assessments – raised initial concerns regarding some details of the Transport Statement, the justification for the increase in car parking spaces, the expected trip data and highway impact. These were clarified and resolved by the applicant to the satisfaction of officers. Concerns were also raised about the access to the public highway, particularly larger vehicles accessing the school site. Officers confirmed that the widening of the access road was an improvement on the current situation, and that the appropriate visibility splay had been achieved, and requested a condition for a detailed engineering scheme showing the access layout where the access meets the public highway, in order to confirm the exact details of the access construction.
- 5.5 CCC Road Safety Officer – advised that neither Maple Grove Infant School nor Westwood Junior Schools have up to date Travel Plans, and recommended a full review via the ModeShift STARS system.
- 5.6 CCC Access Officer—no comments received.
- 5.7 Police Architectural Liaison Officer—no objection or any other further recommendations beyond those made at the pre-application stage.
- 5.8 Cambridgeshire Fire & Rescue —no comments received.
- 5.9 Middle Level Commissioners—objected to the proposal on the grounds that the applicant has not provided evidence of a viable drainage scheme that meets the MLC requirements and design standards, nor evidence that arrangements for the whole life funding, management and maintenance of the scheme have been established.
- 5.10 Neighbours— objection received from a resident of Maple Grove, to the west of the school entrance, with concerns regarding traffic and highway safety. Specifically, this related to an existing concern about cars belonging to staff being parked off site on the surrounding residential roads, leading to increased disturbance and loss of privacy. This has led to concerns about highway safety and an increase in noise and disturbance when combined with parents dropping-off children during peak hours. There is concern that the proposal would lead to an increase in noise, disturbance and loss of privacy.

## **6.0 PLANNING POLICY**

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that all applications for planning permission be determined in accordance with the development plan unless other material considerations



indicate otherwise. The relevant policies from the development plan are set out below.

## 6.2 National Planning Policy Framework (NPPF)

Paragraphs 11-14 - the presumption in favour of sustainable development  
Paragraph 72 – choice of school places

## 6.3 Fenland Local Plan (2014) (LP)

Fenland District Council's Local Plan 2014 was adopted on 8<sup>th</sup> May 2014.

- LP1 A Presumption in Favour of Sustainable Development
- LP2 Facilitating Health and Wellbeing of Fenland Residents
- LP14 Responding to Climate Change and Managing the Risk of Flooding in Fenland
- LP15 Facilitating the Creation of a More Sustainable Transport Network in Fenland
- LP16 Delivering and Protecting High Quality Environments across the District
- LP19 The Natural Environment

## 7.0 **PLANNING CONSIDERATIONS**

- 7.1 The NPPF has at its core a presumption in favour of sustainable development (paragraph 14) and contains the government's national planning policy. It is a material consideration in planning decisions and indicates that development which is in accordance with the development plan should be approved unless other material considerations indicate otherwise (paragraphs 11, 14).

### Justification and Need

- 7.2 The applicant has stated that the school extension is required owing to the demographic need for primary school places in March that will come forward over the next few years. Cambridgeshire County Council has a statutory duty to provide enough primary school capacity throughout the county in order to ensure every child has a school place. Creating increased capacity at this school will ensure that children in the local area are able to attend their local school and not have to travel further afield for their education.
- 7.3 As well as meeting the statutory duty, it will therefore also contribute to the aims of the Fenland Local Plan, specifically LP1 'A Presumption in Favour of Sustainable Development' and LP15 'Facilitating the Creation

of a More Sustainable Transport Network in Fenland' in creating more sustainable development and communities and reducing the need to travel. It is also in accordance with paragraph 72 of the NPPF, which gives "great weight to the need to create, expand or alter schools" in relation to providing an appropriate number of school places.

#### Design and Location

- 7.4 The proposed extensions are single-storey. Flat roofs are proposed for the Infant School, and a clay-tile pitched roof on the Community Group building, which match the existing buildings. The same yellow brickwork is proposed for both buildings, ensuring that the extensions complement the existing building and are in accordance with policy LP16.
- 7.5 The extension to the Community Group building is proposed to the front of the existing building and is in the centre of the site. It is some distance from the neighbouring houses, and its location and position is therefore unlikely to have an adverse impact upon residential amenity.
- 7.6 The extension to the Infant School is to the north-east of the existing school building and close to 39 Acacia Grove, next to the existing secondary pedestrian access. The extension is approximately 7 metres from the boundary of number 39, and is located further north than the house itself, on the other side of the boundary from the garden. No comments have been received from the occupants of number 39 following consultation. Given that the extension is single-storey and flat roofed, the position and design of the building is unlikely to have a significant adverse impact on the residential amenity of the occupiers of number 39, or any other residents in the area. It is considered that the proposal is therefore in accordance with policies LP2 and LP16 in regards to the design and location in that it will have little impact on residential amenity.

#### Sustainability and Energy Efficiency

- 7.7 The extensions have been designed to be energy efficient with careful design of the insulation and ventilation aspects of the building to reduce the need for energy consumption and to increase energy efficiency. The applicant has therefore demonstrated how the development will minimise resource consumption in accordance with policy LP14.
- 7.8 Policy LP14 also encourages the use of renewable energy in all development. It is disappointing that no renewable energy features are incorporated into the design of the extensions. However, given that a quantified requirement to incorporate renewable energy generation is not contained within the Fenland Local Plan, and given that efficiency measures are incorporated into the design, it is considered that on balance the development is in accordance with part (A), which refers to resource use and renewable energy, of policy LP14.

#### Flooding and Surface Water Drainage

- 7.9 The entire school site is contained within FloodZone 1, meaning that it is considered to be at a low risk of flooding. Much of the rest of March is in a higher flood zone category. However, it has been identified through consultation with the Middle Level Commissioners (MLC) that the local area around the school has been subject to flooding in the past, and therefore Flood Risk Assessments and Drainage Assessments have been submitted.
- 7.10 The Middle Level Commissioners (MLC) objected to the proposal as they consider that an appropriately designed drainage scheme has not been produced by the applicant, nor has a plan for the whole life maintenance and funding of such a scheme been established. Further revisions to the flood risk and drainage assessments have been submitted throughout the application process. However, the MLC still have concerns with the drainage proposals of the scheme and that overall evidence of a viable scheme has not been provided. Based on discussions with the MLC it has been agreed informally that it should be possible to achieve a solution that will work for the site and mitigate the impact of the development.
- 7.11 From the above discussions with the MLC it will be essential that a full drainage scheme be submitted by the applicant and approved prior to works commencing on site, which will include the requirement to obtain consent directly from the MLC for the works proposed. As a solution is possible of being reached it is considered that this requirement can be effectively dealt with by a pre-commencement condition, for a fully detailed drainage scheme and maintenance plan, and an informative. The informative would notify the applicant that it is their responsibility to gain all the necessary legal consents from the Middle Level Commissions or surrounding Internal Drainage Boards, before works can commence on site.
- 7.12 By including this condition and informative, it is considered that the aim of part (B) (Flood Risk and Drainage) of policy LP14, to reduce the risk of flooding, can be achieved through negotiations between the applicant, MLC and other relevant parties at the post-determination stage. The condition and informative will prevent any development taking place before a comprehensive scheme and maintenance plan has been approved. It is therefore considered that this site is an appropriate location to increase school place capacity within March, and that the outstanding concerns regarding drainage can be mitigated before works start on site.

#### Landscaping and External Areas

- 7.13 The site contains a number of trees with Tree Preservation Orders (TPOs), primarily in the area to the east of the access road and along the western boundary of the school site, beyond the sports field. Although some trees are proposed to be removed in order to facilitate the development, none of the trees to be removed have TPOs. New

planting is proposed to compensate for the loss of trees on a 1:1 basis, and a new wildflower/habitat area is proposed to the north of the site. It is considered that the proposal is in accordance with policy LP19 in that it will enhance the biodiversity on site. Full details of the landscaping scheme, including species and types of planting, will be secured by condition.

- 7.14 An existing hard play area is being used to accommodate the new school extension, and other areas of hard-play on site are to be expanded to accommodate this. Existing play equipment is to be retained and other soft-play areas rearranged in order to ensure that adequate play space provision will remain on site following the proposal. No works are proposed to the school field or sports pitch other than new tree planting along the school boundary. Therefore outdoor sports provision for the pupils has been retained.

#### Transport and Traffic

- 7.15 The increase in capacity at the school will inevitably increase the number of trips to the school. In order to reduce the impact during peak flow times, it is proposed to increase the size of the staff car park in order that all staff can park on site and off the surrounding residential streets; the details of the proposed parking provision are discussed in paragraph 7.20.
- 7.16 Maple Grove Infant School does not currently have a School Travel Plan to manage school traffic to and from the site. Owing to the rearrangement of the school as Westwood Primary School from September 2015, it would be appropriate to request a new School Travel Plan to accommodate both parts of the school and the proposed extensions. This has been suggested by the applicant and endorsed by CCC Road Safety Officer, and will be required by condition.
- 7.17 Initial CCC Transport Assessment and Highways Officers' concerns with the Transport Statement, regarding data on trip generation and a justification of the car parking numbers, have now been addressed to the Officer's satisfaction. An area of concern was that the access road to the site and the ability of large vehicles to leave the site without passing over into the opposite lane of traffic on Maple Grove. After further consultation with highways officers, it was concluded that large vehicle movements were not expected to increase as a result of the proposal (specifically refuse trucks) and that the increased width of the access road was likely to lessen the problem rather than exacerbate it. Officers concluded that there was nothing to suggest that there was an existing highway safety issue and therefore ultimately had no objections.
- 7.18 Additionally, concerns were received from a neighbour of the school site, located on Maple Grove to the west of the school entrance. It is recognised that staff vehicles are being parked on the surrounding streets owing to a current lack of capacity in the car park, and that this

caused increased problems during pick-up and drop-off times with parent's vehicles. As above, to mitigate this impact the car park is proposed to expand to accommodate more staff vehicles on site and a Travel Plan will be required by condition to encourage the use of more sustainable travel methods. While traffic is inevitable during peak times outside of schools, it is considered that the increased car park, increased cycle parking and a thorough, achievable School Travel Plan will reduce traffic congestion and encourage a shift towards more sustainable travel.

#### Access Road and Entrance

- 7.19 The access road to the school from the main entrance on Maple Grove is proposed to be widened. At present the access road is single carriageway with a lay-by/passing place. This will be widened to allow two cars to pass along the access road and through the entrance gates. The applicant has provided evidence that the appropriate visibility splay has been achieved at the entrance, and swept path diagrams to demonstrate that vehicles can enter and exit the site safely, to the satisfaction of Highways Officers. They have also confirmed that the entrance gates open inwards at present and will continue to do so following the development. The visibility splay and inward opening of the access gates will be secured by condition. The proposal is therefore considered in accordance with LP15 in providing safe, well-designed access and transport infrastructure.

#### Car and Cycle Parking

- 7.20 The application proposes a significant increase in car parking on the site, which is disproportionate with the size of the extension. It proposes an increase from 16 to 38 spaces, including 2 disabled spaces. There are currently 96 staff at the school, with an expected increase of between 10 and 12 members of staff as a result of the proposal. The proposed 38 car parking spaces would provide approximately 1 space for every 3 members of staff. In the absence of any car parking standards in the Fenland Local Plan and the identified concerns in the area with on-street staff parking on the neighbouring roads, it is considered to be an acceptable number of spaces for the school site.
- 7.21 There are currently 28 cycle spaces available on site. There are 36 new cycle and 48 new scooter spaces proposed as part of the development, which would provide a total of 112 cycle and scooter spaces on site. This would provide approximately 1 space for every 3 pupils at the primary school. Given the proposed increase in capacity of 90 pupils, the proposal equates to almost one space for each additional pupil. There are no cycle parking standards in the Fenland Local Plan. It is considered that the proposed spaces are more than adequate to provide for the increased capacity at the school and has shown significant attempts to provide appropriate numbers of spaces for the school capacity as a whole.

- 7.22 It is therefore considered that the proposed car and cycle parking are, on balance, in accordance with the aims of encouraging sustainable transport policy LP15, balanced with the benefit of providing adequate on-site parking for school staff. The installation of the cycle spaces prior to the occupation of the school extensions, and a requirement for them to be covered, will be secured by condition.

## **8.0 CONCLUSION**

- 8.1 The proposal put forward has demonstrated that the location and design of the new extensions are appropriate for the area and the existing buildings. The applicant has taken significant steps to reduce the impact of school travel on the surrounding residents, while encouraging sustainable travel through increased cycle parking and a commitment to produce a fully revised and combined School Travel Plan for Westwood Primary School. While there is an outstanding issue of drainage at the site, it is considered that this is an issue which can be overcome and therefore dealt with by appropriate condition. Therefore, on balance the proposal is considered to be acceptable, subject to the conditions included in paragraph 9.2.

## **9.0 RECOMMENDATION**

- 9.1 It is therefore recommended that permission is granted subject to the following conditions in paragraph 9.2 and informative in paragraph 9.3.

### **9.2 Advisory Note**

The Town & Country Planning (Development Management Procedure) (England) Order 2015 requires the Planning Authority to give reasons for the imposition of pre-commencement conditions. Condition 3 below requires further information to be submitted to protect the environment and ensure the drainage matters are approved before construction commences. Condition 4 is required for the management of traffic throughout the construction phase. Both are therefore attached as pre-commencement conditions. The developer may not legally commence operations on site until these conditions have been satisfied.

#### **1. Expiration Date**

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

*Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.*

#### **2. Approved Plans**

The development hereby permitted shall be carried out in accordance with the Application Form and the following documents and drawings:

- Supporting Planning Statement 5135764 rev B
- Site Location Plan 5135764-ATK-Z1-ZZ-DR-A-4010 rev P2
- Proposed Site Plan 5135764-ATK-Z1-GF-DR-A-4013 rev T2
- General Arrangement (External Works) 5141224-COL-LA001 rev B
- General Arrangement Sketch 5125689/COL/LA001 rev B
- Infants School Proposed Ground Floor Plan 5135764-ATK-Z1-GF-DR-A-4210 rev P1
- Pre-School Proposed Ground Floor Plan 5135764-ATK-Z1-GF-DR-A-4211 rev P1
- Infants School Proposed Roof Plan 5135764-ATK-Z1-GF-DR-A-4212 rev P1
- Pre-School Proposed Roof Plan 5135764-ATK-Z1-GF-DR-A-4213 rev P1
- Infants School Proposed Elevations 5135764-ATK-Z1-GF-DR-A-4300 rev P1
- Pre-School Proposed Elevations 5135764-ATK-Z1-GF-DR-A-4301 rev P1
- Arboricultural Impact Assessment by Atkins dated May 2015
- Tree Protection Plan 5135764/DG/ARB/001 rev B
- Ecological Impact Assessment by Atkins dated May 2015
- Transport Statement dated 31 July 2015
- Technical Note dated 22 September 2015

*Reason: To define the site, protect the character and appearance of the locality in accordance with policy LP16 of the Fenland Local Plan (May 2014).*

### 3. Drainage Scheme

No development shall commence until a surface water drainage scheme has been submitted to and approved in writing by the County Planning Authority. The approved scheme shall be implemented in full prior to the first occupation of the development.

*Reason: In the interests of reducing flood risk and creating a sustainable development in accordance with policy LP14 of the Fenland Local Plan (May 2014). A drainage scheme is essential for the development to be acceptable and will relate to the construction phase so must be approved before works start on site.*

### 4. Construction Traffic Management Plan

No construction work or deliveries shall take place until a Construction Traffic Management Plan has been submitted to and approved in writing by the County Planning Authority. The approved Plan shall be adhered to throughout the construction period. The Plan shall include details of:

- the proposed numbers and types of construction traffic movements,
- vehicle routes to and from site,
- parking arrangements for contractors and delivery vehicles,
- hours of deliveries,
- management and enforcement of the plan.

*Reason: In the interests of residential amenity and highway safety in accordance with policies LP2, LP15 and LP16 of the Fenland Local Plan (May 2014). This condition relates to the construction phase so must be approved before work starts on site.*

#### 5. Construction Hours and Deliveries

No construction work or deliveries shall be carried out other than between 0800 hours and 1800 hours Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

*Reason: In the interests of residential amenity in accordance with policies LP2 and LP16 of the Fenland Local Plan (May 2014).*

#### 6. Access to the Public Highway

Prior to the first occupation of the development hereby approved, the vehicular access (where it crosses the public highway) shall be laid out and constructed in accordance with a detailed engineering scheme to be submitted to and approved in writing by the County Planning Authority, and permanently retained thereafter. The scheme shall include levels, forms of construction and surface water drainage. The scheme shall also ensure that the visibility splay of 43metres at 2.4 metres set back, as shown in "Site Visibility Splays 5142213/TP/VS/001 rev A" is maintained, and that the entrance gates are shown opening inwards.

*Reason: In the interests of highway safety and to ensure satisfactory access into the site in accordance with policy LP15 of the Fenland Local Plan (May 2014).*

#### 7. Parking and Turning Areas

Prior to the first occupation of the development hereby permitted, the on-site parking shall be laid out in accordance with the approved plan "Proposed Site Plan 5135764-ATK-Z1-GF-DR-A-4013 rev T2" and thereafter retained for that specific use.

*Reason: To ensure the permanent availability of the parking / manoeuvring area, in the interests of highway safety in accordance with policy LP15 of the Fenland Local Plan (May 2014).*

#### 8. Cycle Parking Spaces



Prior to the first occupation of the development hereby permitted, a scheme for the 36 additional covered cycle parking spaces and 48 additional scooter parking spaces identified in the Transport Statement dated 31 July 2015, and shown on “General Arrangement (External Works) 5141224-COL-LA001 rev B”, shall be submitted to and approved in writing by the County Planning Authority. The cycle spaces and scooter spaces shall be available for use prior to the first occupation of the development.

*Reason: To encourage sustainable travel in accordance with policy LP15 of the Fenland Local Plan (May 2014).*

#### 9. Travel Plan

Prior to the first occupation of the development hereby permitted a school Travel Plan for Westwood Primary School shall be submitted to and approved in writing by the County Planning Authority. The approved Travel Plan shall include details of implementation and monitoring and shall be implemented in accordance with these agreed details. The results of the implementation and monitoring shall be made available to the County Planning Authority on request, together with any changes to the plan arising from those results.

*Reason: To encourage sustainable travel in accordance with policy LP15 of the Fenland Local Plan (May 2014).*

#### 10. Protection of Breeding Birds During Construction

No removal of hedgerows or trees shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation shall be submitted to the County Planning Authority prior to the removal of any vegetation.

*Reason: In the interests of biodiversity enhancement and protection and in accordance with policy LP19 of the Fenland Local Plan (May 2014).*

#### 11. Detailed Soft Landscaping Scheme

Prior to the first occupation of the development hereby permitted a detailed soft landscaping scheme, including details of the species and size of new trees and planting, shall be submitted to, and approved in writing by, the County Planning Authority. The planting scheme shall be implemented prior to the end of the first planting season following completion of the development.

*Reason: In the interests of biodiversity enhancement and protection in accordance with policy LP19 of the Fenland Local Plan (May 2014).*

12. Landscaping and biodiversity enhancement and maintenance

If within a period of 5 years from the date of planting of any tree or shrub, that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or, in the opinion of the County Planning Authority, becomes seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted in the same place during the next available planting season.

*Reason: In the interest of landscape character and nature conservation in accordance with policy LP19 of the Fenland Local Plan (May 2014).*

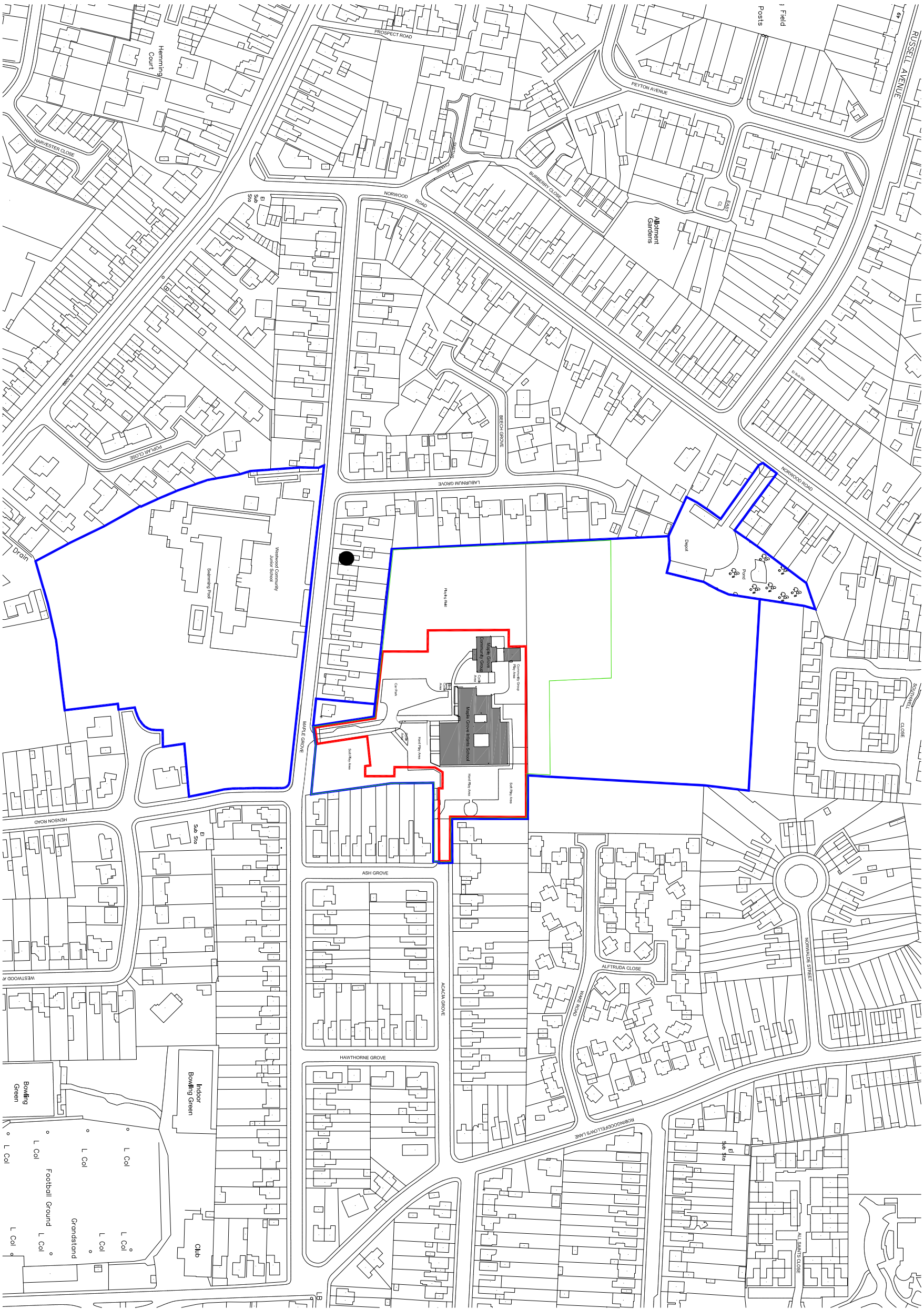
8.3 Middle Level Commissioners Informative

The applicant is reminded that they have a separate legal obligation to the Internal Drainage Boards and Middle Level Commissioners in the area. Granting or refusal of consent under the Internal Drainage Board's byelaws or the Land Drainage Act 1991 is a matter for the Board itself and will require a formal application and prior written consent from the Board or Commissioners. The applicant is advised to contact Middle Level Commissioners at their earliest opportunity to establish their requirements.

Source Documents	Location
Application File F/2003/15/CC	Shire Hall

F/2003/15/CC Committee Plan 1 - (submitted Location Plan as amended)

● Objection received



A SITE LOCATION PLAN

A4010 1:2500

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

SITE/OWNERSHIP BOUNDARY LINE

SCHOOL SITE BOUNDARY LINE

SITE BOUNDARIES AND ALL LAND NECESSARY TO CARRY OUT THE PROPOSED DEVELOPMENT

EXISTING BUILDINGS

FOR PLANNING S2

ATKINS

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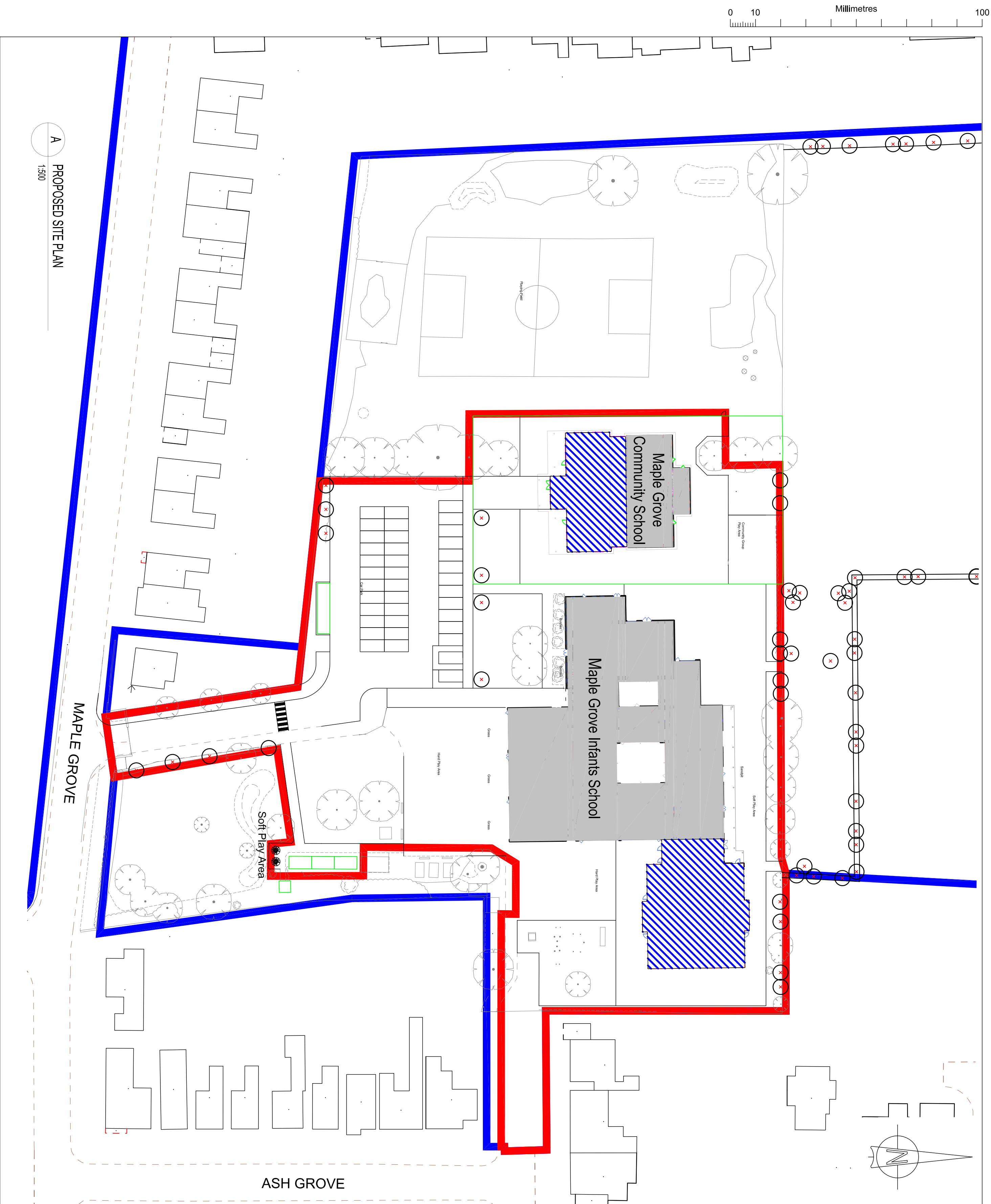


MAPLE GROVE SCHOOLS  
ALTERATIONS & EXTENSIONS

INFANT SCHOOL &  
PRE-SCHOOL  
SITE LOCATION PLAN

Scale	Designed	Drawn	Checked	Authorised
1/2500	AP	AP	AL	JH
Original Size	Date	Date	Date	Date
A3	17/10/14	17/10/14	11/11/14	11/11/14
Drawing Number	Revision			
5135764-ATK-Z1-ZZ-DR-A-4010	P2			

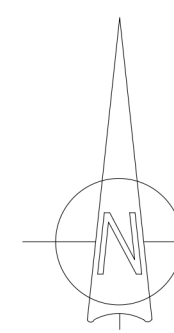




SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
In addition to the hazards/risks normally associated with the types of work detailed on the drawings, note the following:					
CONSTRUCTION					
MAINTENANCE/CLEANING					
DECOMMISSIONING/DEMOLITION					
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement.					
<div><div><div></div><div>SITE/OWNERSHIP BOUNDARY LINE</div></div><div><div></div><div>SITE BOUNDARIES AND ALL LAND NECESSARY TO CARRY OUT THE PROPOSED DEVELOPMENT</div></div><div><div></div><div>EXISTING BUILDINGS</div></div><div><div></div><div>PROPOSED EXTENSIONS</div></div></div>					







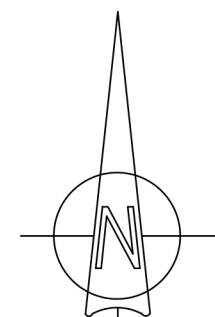
**A SOUTH ELEVATION**  
A4300 1:200



5135764-ATK-Z1-GF-DR-A-4300 Page 51 of 72 P1





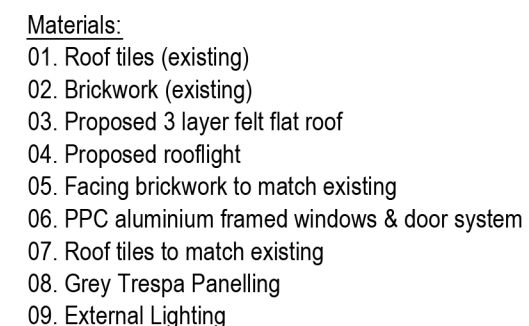


In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

DECOMMISSIONING/DEMOLITION
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It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

[illegible]

Rev.	Date	Description	By	Chk'd	App'd
Drawing Status				Suitability	

Suitability  
**S2**

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Project Title

MAPLE GROVE SCHOOLS  
ALTERATIONS & EXTENSIONS

Drawing Title

PRE-SCHOOL  
PROPOSED ELEVATIONS

Scale 1/100	Designed AP	Drawn AP	Checked AL	Authorised JH
Original Size A2	Date 16/12/14	Date 15/12/14	Date 20/01/15	Date 20/01/15

Drawing Number 5135764-ATK-Z1-GF-DR-A-4301 Page 53 of 72 Revision P1



**IMPORTATION AND DEPOSIT OF INERT WASTE FOR THE PURPOSE OF RE-GRADING AND RESTORATION TO AGRICULTURAL USE.RETENTION OF A PORTABLE OFFICE AND INSTALLATION OF A TEMPORARY HAUL ROAD.**

**AT: BRIDGEFOOT FARM QUARRY, NEWMARKET ROAD, HEYDON, NEAR ROYSTON, CAMBRIDGESHIRE, SG8 7PN**

**FOR: AKHTAR WASTE AND ENERGY LIMITED**

**LPA REF: S/1783/14/CW**

*To:* **Planning Committee**

*Date:* **12November 2015**

*From:* **Acting Head of Growth & Economy**

*Electoral division(s):* **Melbourn**

*Purpose:* **To consider the above planning application**

*Recommendation:* **It is recommended that planning permission be granted subject to the conditions set out in paragraph 8.2 and the informative set out in paragraph 8.3**

<b><i>Officer contact:</i></b>	
<b>Name:</b>	Elizabeth Verdegem
<b>Post:</b>	Development Management Officer
<b>Email:</b>	elizabeth.verdegem@cambridgeshire.gov.uk
<b>Tel:</b>	01223 703569

## **1.0 SITE AND SURROUNDINGS**

- 1.1 The application site has an area of 1.55 hectares and includes a 1.0425 hectare area for the proposed inert waste deposit, situated 15 metres from the western edge of Bridgefoot Farm Quarry. The application site crosses the field from south-west to north-east before turning north-west to the A505. A section of the access road near the entrance with the A505 supports an existing wheel wash and weighbridge, which was installed to serve an existing wood waste operation and the previous inert waste operations within the field known as Bridgefoot Farm Quarry. A portable office is also currently on site adjacent to the access and weighbridge. This portable office does not currently have planning permission, but is included in this application to regularise this use.
- 1.2 The area proposed for inert waste deposit is currently a 1.0425 hectare hole in the field, left following the completion of previous planning permissions to fill areas surrounding it. Prior to this the application area was used as an agricultural field. The volume capacity of the void within the application is estimated at 18,437 cubic metres.
- 1.3 The application area is situated within a 43 hectare field, which was formerly Bridgefoot Farm Quarry, and is located approximately 5 kilometres to the east of Royston, on the southern side of the A505. Much of this field has been restored to agricultural use. Almost all of the agricultural area within Bridgefoot Farm Quarry has been subject to permission for inert waste deposit in the last few years, for the purpose of improving the agricultural land, see planning history section 2.0.
- 1.4 The north-east corner of the former Bridgefoot Farm Quarry, which remains unrestored, has permission for the recycling of wood waste and storage. A fire occurred on the wood waste storage area in November 2014 and the area still contains ash and debris. As a result of the fire and the ongoing testing of the debris and soils, the Environment Agency suspended their permit for the wood waste recycling operation, and it is understood that the wood waste recycling and storage has currently been suspended.
- 1.5 The applicant owns a number of other land parcels in the immediate vicinity of Bridgefoot Farm Quarry and beyond including a golf course and driving range directly adjacent to the south-east.
- 1.6 The surrounding area is predominantly rural. On land not owned by the applicant there are a small number of houses, farm houses and businesses, located adjacent or across the road from the Bridgefoot Farm Quarry, to the north and west. Specifically, there are 6 houses between 150 and 200 metres from the deposit area. The closest settlements are the village of Melbourn, 2.7 km to the north-west and Heydon, 2.8 km to the south east.

- 1.7 The application site is within Flood Zone 1 and Ground Water Protection Zone 3. It is also within a Minerals Safeguarding Area for Sand and Gravel.

## **2.0 PLANNING HISTORY**

- 2.1 The most recent permission at this site relates to inert waste deposit in a 3.2ha area to the east of the current application site, and granted under S/00437/10/CW in July 2010. Waste deposit was permitted in this area to June 2015, completed in November 2014, and is now being used as part of the agricultural field.
- 2.2 Other areas of the field have also been subject to inert waste deposit in the past (S/1470/05/CW, granted October 2005) in order to improve the farmland. This permission covered most of the field of Bridgefoot Farm Quarry and all of this area is now in agricultural use.
- 2.3 In the north eastern area of the former quarry, planning permission was granted for a soil recycling plant, in November 2002 (S/01755/02/CW). This was granted permanent permission in October 2008 (S/2182/07/CW). The Waste Planning Authority (WPA) confirmed in writing on 26 October 2009 that wood waste recycling was permitted under condition 11 of planning permission S/2182/07/CW. It is this area of the site which was subject to a fire in November 2014, and is subject to ongoing testing of the debris and soils.

## **3.0 PROPOSAL**

- 3.1 This application proposes the importation and deposit of inert waste (inert soil and stones) for the purpose of re-grading and restoration to agricultural use.
- 3.2 The applicant considers that Bridgefoot Quarry, historically disturbed by mineral working, was restored to an inadequate standard, leaving a depression in the landform with a volume capacity of 18,437 cubic metres. This equates to approximately 33,186 tonnes. This application proposes that an area of 1.0425 hectares be filled, which had not been included within previous applications.
- 3.3 The applicant states that this would equate to approximately 1,844 heavy goods vehicle deliveries over a 13 week construction programme, which would average 30 HGV deliveries (60 vehicle movements) per day. This is the equivalent of 3 deliveries, 6 vehicle movements per hour based upon a proposed 10 hour working day.
- 3.4 Material would enter the site from the A505 via the access in the north east corner; be inspected at the existing weighbridge and retrospectively proposed office; and then travel via a haul road to the

area of deposit. On the return journey from the deposit area, vehicles would exit the site via the existing wheel wash. It is stated that the haul road across the field is established, although it was not in existence when officer's visited the site on 15 January 2015.

- 3.5 The proposed hours of operation are from 0730 - 1730 Mondays to Fridays and 0730 to 1200 on Saturday, with no work taking place on Sundays or bank holidays. These are the same hours of operation as the most recent permission (S/00437/10/CW).

#### **4.0 CONSULTATION**

- 4.1 South Cambridgeshire District Council Planning –no planning comments received.
- 4.2 South Cambridgeshire Environmental Health Officer – no comments, provided that the imported material is safe, inert material which will not contaminate the ground or affect crops subsequently grown thereon.
- 4.3 Great and Little Chishill Parish Council– support the proposal, but recommend that the material imported is closely monitored by the Environment Agency and County Council for its suitability.
- 4.4 Melbourn Parish Council – propose approval, with a need for close monitoring by the County Council and the Environment Agency to ensure the cleanliness of the site with regard to the protection of the water table.
- 4.5 Heydon Parish Council–no comments received.
- 4.6 CCC Highways Development Management–no objections. Given the existing use of the access, its design and layout, no significant adverse effect upon the public highway should result from the proposal.
- 4.7 CCC Floods and Water – initially objected to the proposal as a Flood Risk and Drainage Assessment (FRA) had not been carried out. They withdrew their objection following submission of the FRA.
- 4.8 Environment Agency–no objections to the planning application as it is considered that the proposal can be effectively dealt with through an Environmental Permit. Noted that the site is within a Drinking Water Protected Area and within Source Protection Zone 3, and therefore requires that the imported material be free from any contamination and suitable for its use.
- 4.9 Local Member, Cllr van de Ven (Melbourne)–supports the recommendation of Great and Little Chishill Parish Council, and noted the concern about compliance with conditions on previous applications at the site.

- 4.10 Neighbours—three objections have been received from neighbours regarding this proposal. The main concerns focussed on the effect that the wood waste fire had on neighbouring properties and road users, and about noise and disturbance from vehicles early in the morning. Additionally, that the planning conditions on previous permissions have not been adhered to (completion date, height of land, boundary of the permission). It was also stated that it is not essential to fill the void to restore the land to agricultural use.

## 5.0 PLANNING POLICY

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that all applications for planning permission be determined in accordance with the development plan unless other material considerations indicate otherwise. The relevant policies from the development plan are set out below.

### 5.2 National Planning Policy Framework (NPPF)

Paragraphs 11-14 provide the presumption in favour of sustainable development

Paragraph 109 discusses conserving and enhancing the natural environment.

### 5.3 National Planning Policy for Waste (NPPW)

Paragraph 7 of the NPPW states that when determining planning applications waste planning authorities should “concern themselves with implementing the planning strategy in the Local Plan and **not with the control of processes which are a matter for the pollution control authorities**. Waste planning authorities should work on the assumption that the relevant pollution control regime will be properly applied and enforced” (**emphasis added**.)

### 5.4 Cambridgeshire and Peterborough Minerals and Waste Core Strategy (adopted July 2011)(MWCS)

CS32 Traffic and Highways

CS33 Protection of Landscape Character

CS34 Protecting Surrounding Uses

CS39 Water Resources and Water Pollution Prevention

CS45 Landraising

### 5.5 South Cambridgeshire Development Control Policies (adopted July 2007) (DCP)

DP/1 Sustainable Development



DP/3 Development Criteria  
 NE/4 Landscape Character Areas  
 NE/8 Groundwater  
 NE/15 Noise Pollution  
 NE/16 Emissions  
 TR/3 Mitigating Travel Impact

5.6 South Cambridgeshire Local Plan to 2031 (2013 submission version) (LP)

South Cambridgeshire District Council are currently undergoing a public examination into their new local plan, therefore it can only hold limited weight in the decision making process, as it is yet to be found “sound” by the inspector, and may be subject to major or minor changes before being finally adopted.

S/3 Presumption in Favour of Sustainable Development  
 CC/7 Water Quality  
 HQ/1 Design Principles  
 NH/2 Protecting and Enhancing Landscape Character  
 SC/11 Noise Pollution

## 6.0 PLANNING CONSIDERATIONS

- 6.1 The NPPF has at its core a presumption in favour of sustainable development (paragraph 14) and contains the government’s national planning policy. It is a material consideration in planning decisions and indicates that development which is in accordance with the development plan should be approved unless other material considerations indicate otherwise (paragraphs 11, 14). A presumption in favour of sustainable development is also included in South Cambridgeshire’s Development Control Policies documents (DP/1 Sustainable Development) and their emerging Local Plan (S/3 Presumption in Favour of Sustainable Development).

Principle of Development and Impact on the Landscape

- 6.2 This application has come forward as a result of previous applications to deposit inert waste in order to improve drainage and restore the land for agricultural use. This area of land was not included within previous application areas, is currently a void in the field, and is submitted as a separate application.
- 6.3 The area for proposed waste deposit remains as a void on site, and in its current state represents unusable agricultural land which is visually inconsistent with the remaining landscape. It has been suggested in 3<sup>rd</sup> party comments that restoring this land to agricultural use through inert waste deposit is not essential for the land to be used in a viable way. Policy CS45 (MWCS) states that landraising will only be allowed in exceptional circumstances where it forms an essential part of site



restoration. On balance it is considered that the applicant has demonstrated that the proposal is in accordance with policy CS45 (MWCS) and that raising the land is essential to enable the site to be fully restored to agricultural use. Filling the void will also reinstate the landform to be visually consistent in the surrounding landscape.

- 6.4 Concerns have been expressed by the parish council and local member that the applicant has not conducted previous development in accordance with conditions on past permissions. Development Management Officers and Enforcement & Monitoring Officers for the Waste Planning Authority have conducted a number of visits to the application site and adjacent areas of deposit when operations were carried out under S/00437/10/CW. Crucially, the condition for the timeframe for completion for that application, June 2015, was complied with. Other conditions requiring the maintenance of the access road, use of the wheel wash and road sweeper were also complied with.
- 6.5 Whilst the process of restoring the land to agricultural use will have an impact on the landscape for the duration of the development it will be temporary, with a planned project time of 13 weeks. Fully returning the field to agricultural use will improve the appearance in the landscape and result in a lasting benefit. Protection of landscape character features set out in MWCS (CS33) and the DCP (policy NE/4) and LP (NH/2) require development to respect, retain or enhance Landscape Character Areas of the district. On balance the proposal is therefore in accordance with CS33 (MWCS); NE/4 (DCP) and NH/2 (LP).

Location and Residential Amenity

- 6.6 The application site is to the western side of the larger site and therefore closer to the nearby residential properties and businesses than the most recent application for inert waste deposit (S/00437/10/CW). The closest individual neighbouring residences are Heydon Lodge, around 150 metres to the north of the application site, and 2 School Cottages located 170 metres to the west, and there are 4 other homes within a comparable distance.
- 6.7 Neighbours have expressed concerns about the effect that the wood waste fire has had on neighbouring properties. Although the fire occurred within Bridgefoot Farm Quarry, it is not considered to be a material planning consideration in the determination of this application. This application is for a separate proposal on a different part of the site, which is unrelated to the wood waste recycling operation.
- 6.8 While the development would involve new vehicle movements on site there would be no more machinery or plant than on site at present, and the proposed number of vehicle movements is the same as for application S/00437/10/CW, that being approximately 30 per day. The wheel wash and weighbridge are at the other side of the site nearest the access road, and any noise or disturbance from that activity is some distance from the nearest houses. They are already installed on

site and have been operating as part of the previous permission without complaint.

- 6.9 The applicant has stated that any dust caused from vehicle movements across the site and the depositing of the material will be managed on site by the use of water sprays on the haul road in dry conditions, operating a phased approach so that a small area is worked at any one time and ensuring that vehicles carrying material are sheeted. No complaints have been received about dust in the past. It is recognised that no specific phasing scheme has been submitted. However, given that the entire project is expected to only last 13 weeks the absence of a phasing arrangement is considered acceptable.
- 6.10 The proposed hours of operation for the application site, are consistent with the permitted hours of operation on previous permissions for Bridgefoot Farm Quarry, see paragraph 3.5. These will be secured by condition.
- 6.11 It is therefore considered unlikely that the proposal would have significant impact on residential amenity while operations for waste deposit are being carried out, and is therefore considered to be in accordance with CS34 (MWCS); DP/3, NE15 and NE/16 (DCP); and HQ/1 and SC/11 (LP) in terms of protecting residential amenity and the surrounding uses.

#### Highways Impact

- 6.12 It is currently understood that there is no activity occurring at the site. This proposal will involve an increase in vehicle movements to the site, as there are no operations currently taking place. However, movements relating to the waste deposit are not expected to be more than those generated during the previous permission for the deposit of waste planning reference S/00437/10/CW, that being approximately 30 per day. The applicant has based this on 1,844 HCV movements to deliver the required amount of material over a 13 week development programme.
- 6.13 The exception to this will be if issues are resolved in relation to the wood waste recycling operation within the unrestored part of the former Bridgefoot Farm Quarry. In which case further vehicles may also be expected to visit the site. At present the Environment Agency have withdrawn the permit for this area of the site and therefore no regular vehicle movements are currently occurring. Planning permission for waste recycling has been in existence since 2002, with confirmation that the processing of wood waste was acceptable since October 2009. Therefore planning permission S/00437/10/CW for the filling of a larger area was granted at a time when additional vehicular movements could have taken place.
- 6.14 The A505 is a busy road between the M11 and Royston and is already subject to HCV vehicles traffic using the highway. The County Council

as highway authority has raised no objections. Highways Officers have noted that the access remains the same and the number of vehicles entering the site is therefore unlikely to adversely impact highway safety. Planning permission reference S/00437/10/CW was granted in July 2010 which proposed similar daily movements. There have been no significant material changes in circumstances identified which would be likely to justify a recommendation for refusal in relation to proposed traffic movements.

- 6.15 The site has a wheel wash in place and a road sweeper available. The retention and use of these facilities will be required by conditions, to ensure that excess debris is not deposited on the highway, and prevent it causing a nuisance or a highway safety issue. Previous planning permissions at the site have required the access road to be hard-surfaced, which was secured by condition and completed in 2013. This included tarmacking potholes in the access area and creating a concrete ramp up to the wheel wash. These features remain in place at the site and further prevent mud and debris being carried onto the highway.
- 6.16 Temporary reinstatement of the haul road across the field can also be controlled by condition.
- 6.17 It is therefore considered that the short-term impact of the proposal on the highway should not adversely impact upon highway safety or traffic numbers and is therefore in accordance with CS32 (MWCS), and TR/3 (DCP).

#### Water Drainage and Pollution

- 6.18 The applicant has stated that the proposal is required in order to improve the drainage of the site and improve the land form for agricultural use. It has been noted by the Lead Local Flood Authority and the Environment Agency (EA) that the land is in a Drinking Water Protected Area and within Source Protection Zone 3, and that it is essential that only clean, inert material is imported into the land in order to prevent polluting the underlying aquifer. The importation of only clean, inert waste material will be required by condition, and would ensure that the proposal is in accordance with CS39 (MWCS), NE/8 (DCP), and CC/8 (LP) and would therefore not pose an unacceptable risk to the underlying groundwater.
- 6.19 The EA have also identified that the area to which this application relates lies outside the area previously granted an Environmental Permit. Inert waste deposit at the site will be subject to the EA granting a permit, for which they will expect an Environmental Risk Assessment. For this reason, despite the project plan estimating a time limit of 13 weeks, it is considered appropriate to permit a timeframe of two years. This should give the applicant ample time to gain the appropriate permit and complete the development.

- 6.20 In accordance with paragraph 7 of the NPPW it is unnecessary for the Waste Planning Authority to further condition against anything controlled by the pollution control authorities, the EA in this case. Combined with the condition for only clean inert material to be deposited, in recognition of the comments from the EA, Environmental Health Officer and the parish councils, it is considered that the proposal, with the restrictions and conditions included as part of the Environmental Permit, will be in accordance with local policies. Specifically, NE/8 (DCP) and CC/7 (LP) to prevent unacceptable risk to underlying groundwater, and NE/16 to minimise emissions and risks arising from the development. It is also therefore in accordance with paragraph 109 of the NPPF as the conditions and Environmental Permit will prevent the “development from contributing to... unacceptable levels of soil, air, water or noise pollution.”

## **7.0 CONCLUSION**

- 7.1 The applicant has demonstrated that the principle of the proposed development is justified in order to bring the site area back into agricultural use. There is unlikely to be a significant adverse impact on residential amenity or highway safety as a result of site operations and following development, the appearance of the field is likely to be improved.

## **8.0 RECOMMENDATION**

- 8.1 It is therefore recommended that permission is granted subject to the following conditions in paragraph 8.2 and inclusion of the informative in paragraph 8.3.

8.2 1. Site Application Area

This permission shall be limited to the area outlined in red on the “Red Line Application Area Plan 0541/003 rev C dated 16 MAR 15”. This area is hereafter referred to as “the site”.

*Reason: To define the site, protect the character and appearance of the locality in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and DP/3 of South Cambridgeshire Development Control Policies (July 2007).*

2. Approved Plans

The development hereby permitted shall be carried out in accordance with the following documents and drawings:

- Agricultural Improvement Scheme (Planning Statement) Revision 02 dated 05/02/2015
- Site Working Plan Draft-02 dated 05/02/2015

- Red Line Application Area Plan 0541/003 rev C dated 16 MAR 15
- Proposed Ground Contour Plan 0541/001-B dated 19 JAN 2015

*Reason: To define the site, protect the character and appearance of the locality in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and DP/3 of South Cambridgeshire Development Control Policies (July 2007).*

### 3. Timeframe

The development hereby permitted shall be for a maximum period of 2 years from the date of this permission by which time the site shall have been restored to the contours shown on "Proposed Ground Contour Plan 0541/001-B rev C dated 19 JAN 2015".

*Reason: To ensure that the land is restored to agricultural use in the interests of visual amenity in accordance with policies CS34 and CS45 of Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and DP/3 and NE/4 of South Cambridgeshire Development Control Policies (July 2007).*

### 4. Topographical Survey

Within 1 month of completion of the contouring a topographical survey shall be undertaken and a copy submitted to the Waste Planning Authority.

*Reason: To ensure that the land is restored to agricultural use in the interests of visual amenity in accordance with policies CS34 and CS45 of Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and DP/3 and NE/4 of South Cambridgeshire Development Control Policies (July 2007).*

### 5. Imported Material

Nothing other than uncontaminated, clean, dry, inert material shall be deposited at the site.

*Reason: To prevent pollution of the underlying aquifer in accordance with policy CS39 of Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and NE/8 of South Cambridgeshire Development Control Policies (July 2007)*

### 6. Site Operational Hours

No operations shall be carried out and no vehicles shall enter or leave the site other than between 0730 hours and 1730 hours Monday to Friday, 0730 hours and 1200 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

*Reason: To minimise the disturbance of surrounding residents in accordance with policy CS34 of Cambridgeshire and Peterborough*

*Minerals and Waste Core Strategy (July 2011) and DP/3 of South Cambridgeshire Development Control Policies (July 2007).*

#### 7. Site Access

Access to and exit from the application site shall only take place via the point marked "Entrance from A505" and via the internal haul road shown on "Red Line Application Area Plan 0541/003 rev C dated 16 MAR 15".

*Reason: In the interests of highway safety and local amenity in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and DP/3 of South Cambridgeshire Development Control Policies (July 2007)*

#### 8. Temporary Haul Road

Prior to the acceptance of any inert waste onto the site, a scheme for the temporary haul road, including details of the materials used, depth and width, shall be submitted to and approved in writing by the Waste Planning Authority. The approved haul road shall be completed in accordance with the approved scheme and prior to the acceptance of any inert waste onto the site and thereafter removed within 1 month of completion of the development.

*Reason: In the interests of local amenity in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and DP/3 of South Cambridgeshire Development Control Policies (July 2007)*

#### 9. Wheel wash and road sweeper

No HCV shall enter the public highway unless it has passed over the wheel wash facility. A mechanical road cleaner and dust suppression bowser shall be used in dry conditions.

*Reason: To ensure that mud and dust is not carried onto the public highway in the interests of highway safety and local amenity in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and DP/3 of South Cambridgeshire Development Control Policies (July 2007)*

#### 10. Plant and Machinery

All vehicles, plant and machinery operated within the site shall be maintained in accordance with the manufacturer's specification and shall be fitted with effective silencers which shall be used at all times.

*Reason: To minimise the disturbance from operations in the interests of local amenity in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and DP/3 of South Cambridgeshire Development Control Policies (July 2007).*

#### 11. Movement of Waste

No vehicles carrying inert material shall enter or cross the site unsheeted.

*Reason: To ensure material is deposited in the defined area and to prevent dust in accordance with policy CS34 of Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and NE/16 of South Cambridgeshire Development Control Policies (July 2007)*

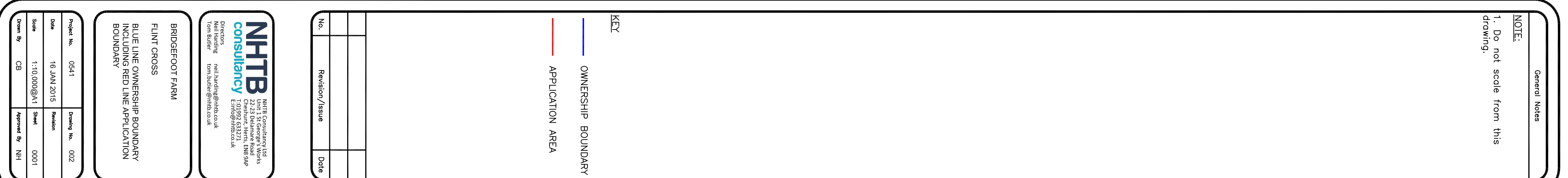
#### 8.3 Environment Agency Informative

The applicant is required to submit a variation to their Environmental Permit. The applicant should note that the granting of planning permission does not imply that an environmental permit will be granted or varied for this activity and they are invited to contact the local Environment Agency area office for pre-application discussions at their earliest convenience.

<b>Source Documents</b>	<b>Location</b>
Application File S/1783/14/CW	Shire Hall

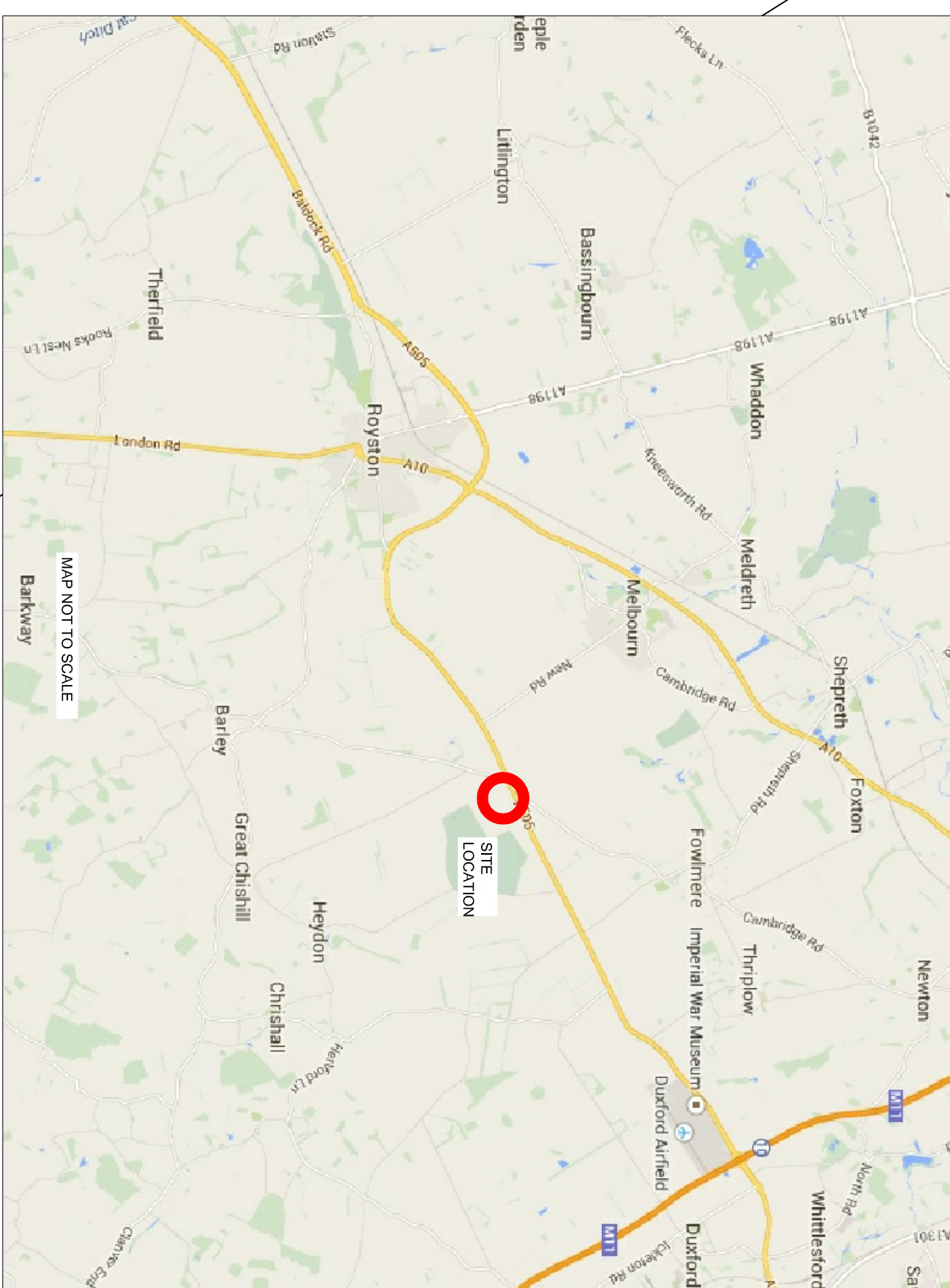
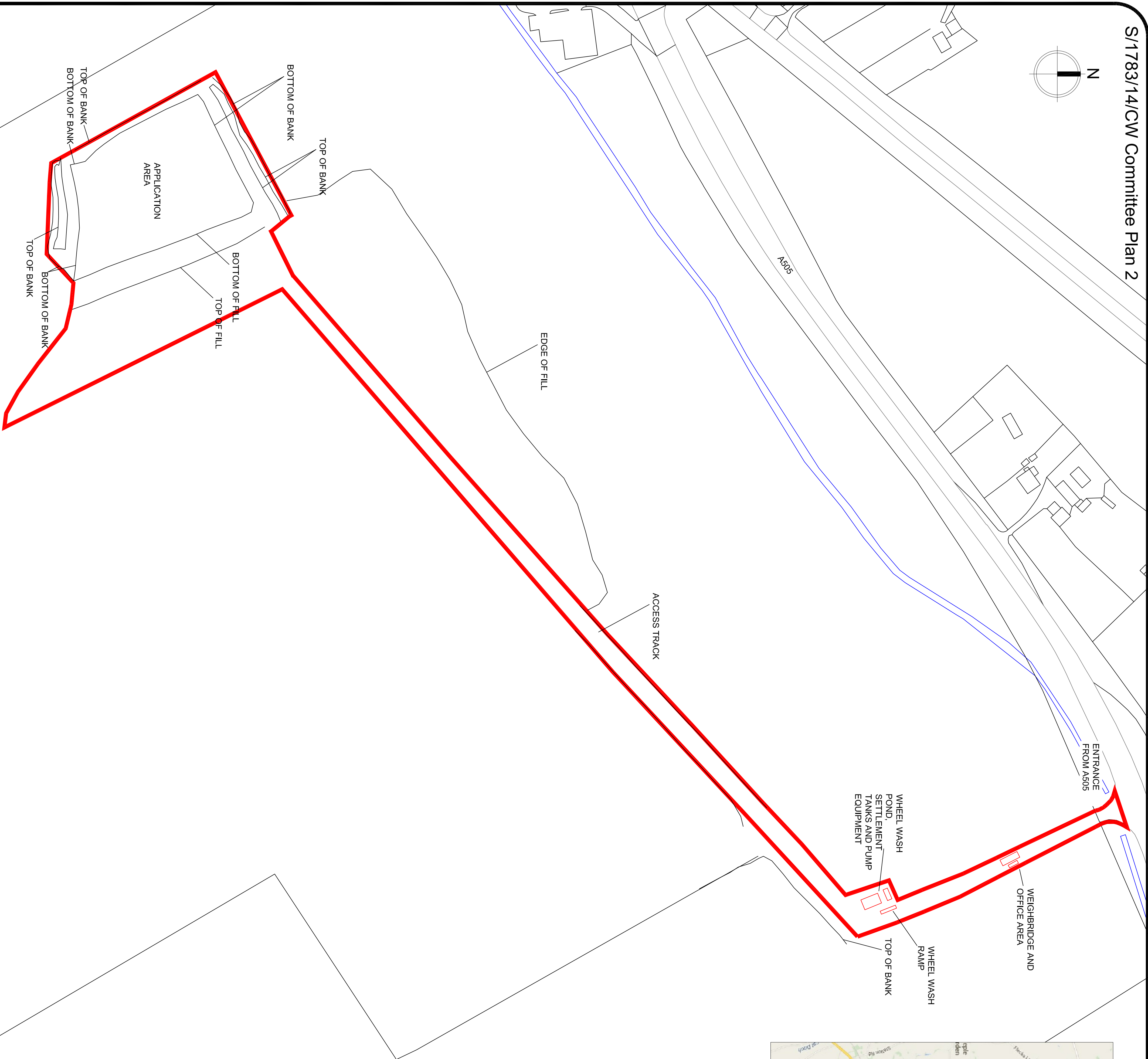
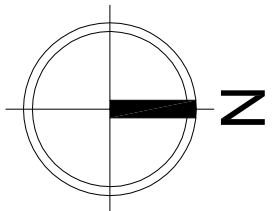
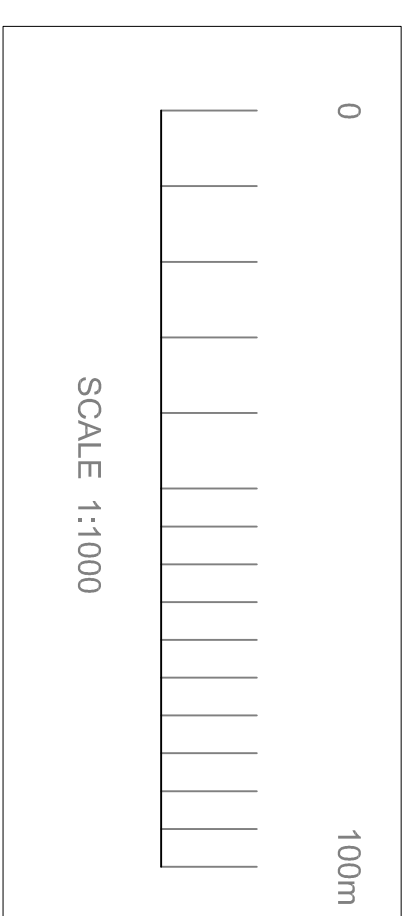










BRIDGEFOOT  
QUARRY

General Notes

KEY:

— APPLICATION AREA  
— WATERCOURSE/DITCH

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No.	Revision/Issue	Date

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BRIDGEFOOT FARM  
FLINT CROSS

RED LINE APPLICATION AREA PLAN

Project No.	0541	Drawing No.	003
Date	16 MAR 15	Revision	C
Scale	1:1000@A1	Sheet	0001
Drawn By	NT	Approved By	NH

