
MAIN CASE

Reference No: 15/01012/OUM

Proposal: Erection of 63 dwellings and provision of public open space, access roads, pedestrian and cycle paths and landscaping.

Site Address: Field West Of 1B Upton Lane Littleport Cambridgeshire

Applicant: Manor Oak Homes

Case Officer: Julie Barrow, Senior Planning Officer

Parish: Littleport

Ward: Littleport West
Ward Councillor/s: Councillor Christine Ambrose-Smith
Councillor Paul Cox

Date Received: 25 August 2015 **Expiry Date:** 28 February 2016

[Q179]

1.0 RECOMMENDATION

1.1 Members are requested that approval be delegated to the Planning Manager, following the completion of a s106 and subject to the draft conditions (with any minor revisions to the conditions delegated to the Planning Manager). The full planning conditions can be read in full on the attached Appendix 1.

1. Approved plans
2. Time Limit - OUT/OUM
3. Time Limit - OUT/OUM/RMA/RMM
4. Number of dwellings
5. Access details
6. Construction of roads
7. Welcome travel packs
8. Surface water drainage strategy
9. Fire hydrants
10. Construction hours
11. Reporting Unexpected Contamination
12. CEMP
13. Construction Traffic Management Plan
14. Ecology Appraisal
15. Energy and sustainability strategy
16. Masterplan

17. Tree and hedge works

2.0 SUMMARY OF APPLICATION

- 2.1 The application seeks outline planning permission for the construction of 63 dwellings. Details of the access are to be determined at this stage with appearance, landscaping, layout and scale to be determined as reserved matters stage.
- 2.2 The main vehicular access to the site will be off The Furrow, in the south-west corner of the site, with an emergency relief access from the north-east corner of the site onto Upton Lane. The indicative layout shows pedestrian linkages from the public open space shown in the north-west corner of the site and a pedestrian link to the land to the north of the site from the north-east corner.
- 2.3 A total of 19 affordable dwellings (30.2%) are proposed, made up of:
2 x 1 bed flat
10 x 2 bed house
5 x 3 bed house
2 x 4 bed house
- A total of 44 market dwellings are proposed, made up of:
2 x 1 bed flat
10 x 2 bed house
17 x 3 bed house
11 x 4 bed house
4 x 5 bed house
- 2.4 The full planning application, plans and documents submitted by the Applicant can be viewed online via East Cambridgeshire District Council's Public Access online service, via the following link <http://pa.eastcambs.gov.uk/online-applications/>. **Alternatively a paper copy is available to view at the East Cambridgeshire District Council offices, in the application file.**

3.0 PLANNING HISTORY

- 3.1 No relevant planning history.

4.0 THE SITE AND ITS ENVIRONMENT

- 4.1 The site is located within the established development framework of Littleport, approximately 500m south west of the town centre. The site comprises a roughly square parcel of land which extends to approximately 2.1 hectares. It slopes gently towards the north west. The centre of the site is open, save for a single Sycamore. The northern, eastern and western boundaries of the site are all formed of mature hedges and trees. The southern boundary comprises a maturing hedgerow. The site is currently vacant. The land to the north of the site is known as The Paddocks and belongs to Littleport Parish Council. To the east of the site are large private residences on Ely Road/High Street and to the south is a large private dwelling. The Highfields estate, a recent Cannon Kirk development adjoins the western

boundary.

5.0 RESPONSES FROM CONSULTEES

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

Littleport Parish Council – Concerns raised regarding the following:

- Linking footways and cycleways into the Paddocks
- Access maintained to the Paddocks
- Concern about construction traffic access to site
- Prefer private road to the west of the site to be adopted

Ward Councillors - No Comments Received

Cambridgeshire Archaeology – The report of the results of an archaeological evaluation has been received, demonstrating that archaeological remains of low significance exist at the site. These consist of ploughed out ridge and furrow agricultural features, and later field or paddock boundaries. A Post-Medieval sickle blade, casually lost or discarded, provided a strong symbol of the hard manual labour that will have occurred here over the centuries.

There is no objection to the planning application and no further archaeological recommendations for this proposed development area.

CCC Growth & Development – No comments received.

Local Highways Authority – The proposed access points are considered by the Highway Authority to be adequate in regard to their width and layout. The access locations in regard to accessibility and permeability have also been assessed and deemed acceptable by the CCC Transport Planning Team. Appropriate conditions are recommended in respect of the access.

Comments and observations on indicative layout:

- Dimensions of internal roads, footways and parking spaces should be included.
- Forward visibility splays at all junctions and internal road corners/bends should be submitted.
- It is not the Highway Authority's intention to impose or request parking restrictions. Adequate parking should be supplied as per ECDC policies.
- Removable bollards should be supplied at the emergency access. Further details should be obtained.
- Recommended that level un-controlled pedestrian crossing points are shown.
- Internal road leading to public open space should have at least one pedestrian footway.
- Visitor parking bays do not appear to be placed in locations that would benefit or be obvious to visitors.
- Area of road to be adopted alongside public open spaces should be rationalized to only include that which is essential to the function of the highway and public amenities.
- Pedestrian visibility splays would be needed for all tandem parking.

- Plot 3 has no parking spaces.
- Tandem parking on Plot 1 would not be suitable.
- No requirement for two turning heads alongside Plots 19 and 14 & 15.
- Trees on private land within 5m of the public highway should have root barriers as not to damage the highway.

Transport Assessment Team (CCC) (First response) – Submits a holding objection to the application subject to the following points being addressed:

- Paths leading from north-western and north-eastern corners should be upgraded to enable bicycle access.
- Clarification required that residents will have the right to travel across the private track between the site and Upton Lane.
- The Transport Statement (TS) should set out car and cycle parking details.
- The TS should state that the development is in close proximity to the A10, not the A47.
- Further information required in relation to pedestrian and cycle facilities.
- The TS should detail destinations served by bus services compared to the work destinations of the existing population and percentage of journeys made by bus. Similar information in relation to rail services.
- The TS needs to provide an analysis of accidents which have occurred on the highway network and affect of development on this pattern.
- The conclusion in the TS that the development will not result in a significant adverse impact on the surrounding highway infrastructure cannot be agreed until the TS has assessed the likely impact of the development on the existing pattern of accidents in the surrounding network.
- Mitigation measures should be considered, if necessary.
- The TS needs to provide welcome travel packs, agreed with CCC.
- Improvements to nearest bus stops on Ely Road.

Transport Assessment Team (CCC) (Second response) – Following the submission of a revised Transport Statement it is confirmed that this has adequately addressed the issues that were raised in the response dated 23 September. CCC can therefore remove its holding objection subject to the following conditions:

- Pedestrian and cycle links from the development.
- Improvements to the nearest bus stops located on Ely Road.
- Provision of welcome travel packs to encourage residents to travel using sustainable modes of transport.

Littleport & Downham Internal Drainage Board – The site is outside of the Littleport & Downham Internal Drainage District but in an area that drains into it.

It is proposed that surface water from this site will drain into the nearby Anglian Water sewer. This sewer was constructed as part of the original Highfields development. The sewer drains into a balancing pond (managed by Anglian Water) where it then discharges at a controlled rate into the Board's Woodfen Catchwater Drain. This work was consented by the Board.

Anglian Water will need to satisfy themselves that the original design of the surface water sewer and balancing pond will be able to cope with the additional flows from the proposed site.

It should be noted that the Board would not allow any increase in discharge from the existing lagoon into the Board's Catchwater Drain.

Lead Local Flood Authority (CCC) (First response) – The applicant has proposed to discharge surface water off site via Anglian Water's surface water sewerage system at 5 l/s. The Greenfield rate for this site is 1.3 l/s and as outlined in the non-statutory technical standards for sustainable drainage, the discharge rate should never exceed the peak Greenfield runoff rate.

It is appreciated that it may be difficult to get the discharge rate down to existing rates due to the limitations of the available pipe and hydrobrake sizes. However to reduce any flood risk issues on the site and in the surrounding areas, the applicant is required to reduce the discharge rate down to 2.5 l/s (if infiltration is not feasible).

Lead Local Flood Authority (CCC) (Second response) – It is appreciated that the applicant has decreased the discharge rate into the Anglian Water surface water to 3.4 l/s. This can be further reduced however it is appreciated that Anglian Water may have a minimum required discharge rate into their sewer systems, Therefore on this occasion it is agreed for the discharge rate to be limited to 3.4 l/s for all events up to and including the 1 in 100 year event (+30% climate change allowance).

Further information is however required in relation to the revised Flood Risk Assessment.

Anglian Water – There are no assets owned by Anglian Water or those subject to an adoption agreement within the development site boundary.

Foul drainage is in the catchment of Littleport water Recycling Centre that will have available capacity for these flows.

Development will lead to an unacceptable risk of flooding downstream. However a development impact assessment has been prepared in consultation with Anglian Water to determine a feasible mitigation solution. A condition requiring compliance with the agreed drainage strategy is requested.

Preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option.

The surface water strategy/flood risk assessment submitted with the application relevant to Anglian Water is acceptable in principle. However, evidence of infiltration testing is required so as to comply with the Surface Water Hierarchy before a connection to the public surface water sewer can be agreed.

Environment Agency – There are no EA constraints for this site. Please see the EA FRSA for comments on this application. The LLFA (Cambs County) now comment on large development with regard to surface water drainage.

Cambridgeshire Fire & Rescue Service – Should the Planning Authority be minded to grant approval, the Fire Authority would ask that adequate provision be

made for fire hydrants, which may be by way of Section 106 agreement or a planning condition.

Conservation Officer – At this time the application will not have a detrimental impact on any of the nearby heritage assets.

Trees Officer – The Arboricultural Method Statement has been considered and the information contained within it is supported. The report advises the removal of a number of trees for this development including an Acer within the centre of the site and Poplar trees along the Northern boundary. These removals are supported on health and safety grounds.

The current layout does not provide replacement planting or provision of open space allocation to reflect the landscape losses that the development requires.

There is no replacement planting for the loss of the Poplar trees, the Acer is replaced with an Oak in the corner of the site rather than a prominent location and all the street trees are medium to small in stature with minimal room for mature growth.

The provision of the open space is a welcome addition, however it is disappointing that this is reserved to the most inaccessible location on the site. This will do little to naturalise the development.

There are a number of protected trees in a neighbouring property at the South Eastern boundary of the site. The current layout condemns the future owners of the properties neighbouring these trees to significant encroachment toward their gardens. It is foreseeable that this will be perceived as a nuisance by the occupants.

It is considered that the proposed boundary treatment regarding cutting back of the existing hedgerows a low value option and would suggest a higher specification for this feature potentially including fencing and planting.

There is considerable potential for improvement of the site layout, increasing the provision and significance of the landscaping scheme. A reduction in the density of the housing will be required with the benefit of creating a viable housing environment.

Environmental Health (Technical Officer) – Due to the proximity of current residents to the site it is advised that construction times and deliveries during the construction phase are restricted to:

08:00 – 18:00 each day Monday to Friday

08:00 – 13:00 on Saturdays and none on Sundays or Bank Holidays

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

Environmental Health (Scientific Officer) – The Sitecheck report dated 8 September 2014 supplied with the application has been considered and a condition requiring a contaminated land site investigation is not required. Due to the sensitive end use of the site it is recommended that an unexpected land contamination condition is attached to any consent.

Housing Strategy & Enabling Officer – On this site of 63 homes it is anticipated that there would be the provision of 30% of homes as affordable housing. Therefore 19 affordable dwellings. The proposed tenure mix of 70% affordable rented and 30% shared ownership. Proposed mix of property types will meet the housing needs identified on the Housing Register and the Cambridgeshire Strategic Housing Market Assessment.

Affordable housing is expected to meet the Homes and Communities Agency's Design and Quality Standards. In accordance with Policy HOU1, a proportion of dwellings that are suitable or easily adaptable for occupation by the elderly or people with disabilities are expected to be provided.

Waste Strategy (ECDC) – East Cambs will not enter private property to collect waste or recycling, therefore it would be the responsibility of the owners/residents to take any sacks/bins to the public highway boundary on the relevant collection day. This is especially relevant for units on private driveways.

Concerns have been raised by the Council's waste contractor as there have been some issues around the Highfield Estate with vehicles double parking or parking in such a way that reversing is difficult for collections. Based on the design plan shown only one vehicle will park on 'front to back' driveways and a second vehicle will obstruct the highway and lead to further problems.

ECDC as a Waste Collection Authority is permitted to make a charge for the provision of waste collection receptacles. This contribution is currently set at £43 per property.

5.2 Neighbours – Site notices posted and advertisement placed in the Cambridge Evening News.

61 nearby addresses were notified and the responses received are summarised below. A full copy of the responses are available on the Council's website.

A petition has been received objecting to the development, signed by 71 members of the public. The majority of signatories live on the Highfield Estate, adjacent to the site. The petition states that concerns are raised that The Furrow will not cope with the additional traffic and the loss of parking and that this will have a detrimental effect on existing residents. Concerns are also raised that 63 houses is excessive and regarding noise during construction and once occupied. It is also felt that the loss of the green space will have a detrimental effect on the environment enjoyed by existing residents who use this for walking pets over the last 6 years.

Summary of main points raised by members of the public:

Access

- Object to access through Highfields estate.
- Cannon Kirk have been discreet and have kept residents happy.
- Unacceptable that an 'outside' builder should expect residents to accept increased safety issues, traffic loads, noise and pollution.
- Why is it not possible to gain access from the main Littleport to Ely Road?
- Work from home – increase in traffic will be significant.
- The Furrow has areas with no pathway, as does Jersey Way and Dexter Lane.
- Burden of access should be shared with Upton Lane.
- Estate not adopted and residents pay to keep road in good state of repair.
- Difficulties for construction traffic using The Furrow due to double parking , parking on junctions etc.
- Traffic Application Plan submitted by Cannon Kirk has no reference to any additional land. Agreeing to this proposal will compromise this TAP.
- Land should have been sold at the time Cannon Kirk proposed Highfields.
- Will lead to difficulties in emergency services and council rubbish collectors accessing the area.
- Cul-de-sac end of The Furrow used as overflow parking and will be lost.
- Increased traffic using Highfield Drive. Visibility is poor at roundabout on Ely Road.
- Developer's figures if increasing traffic by one car every 1.5 minutes does not seem correct.
- More direct route via Upton Lane. Heavy haulage route available via Upton Place.
- Not advised at pre-planning meeting that The Furrow was adopted.
- Safety concerns, especially in wet weather.
- Problems with visibility if access if through the hedge.
- Insufficient parking provision.
- Use of welcome pack ineffectual.
- How would bollarded access be controlled?
- How will construction traffic be controlled? Hours of construction recommended by Environmental Health do not take account of schools and people who work nights.
- Construction access is not capable of allowing construction and delivery vehicles to safely access and egress the site.

Residential amenity

- Loss of view.
- Will be overlooked and experience loss of privacy.
- Construction noise.
- Last property in The Furrow – will be directly affected – loss of parking and turning area and place for children to play.
- No noise study has been requested or carried out.

Infrastructure

- Effect on stretched local services including health centre and schools.
- Littleport is in need of more useable green space. Would rather see this area in community use.
- Reliance on motor vehicles in the absence of any reasonable public transport.

- No mention of additional works to increase capability of sewerage system at pre-planning meeting.
- Impact study should be carried out.

Ecology and environment

- Wildlife will be disturbed during construction.
- Deer, fawns and bats seen.
- How will the Paddocks cater for displaced wildlife?
- Tree has stood strong for decades – now supposedly diseased and in need of felling
- Reduced pollution if Upton Lane used for access – shorter route.

Layout and design

- Better design of public open space is needed.
- No accommodation for wheeley bin storage.
- Houses should have solar panels, grey water and hot water panels encompassed in the design.
- Permitted development rights should be removed as they are on Highfields.
- Design should be in keeping with Highfields.
- Request that Plots 3-12 are single storey. These plots impact upon privacy and private amenity including children's bedrooms and bathrooms, which will be visible from upper floors of these plots. Landscaping in the area is low level and mostly open.
- 2 Ely Road is elevated and landscaping, whilst welcomed will not remove or dilute the negative impact.
- Single storey dwellings comply with lifetime homes and are in demand.
- Plots 1,2 and 13 should be turned south and have a restriction on side glazed windows at upper floor (Plot 13). This will also give residents a better southerly aspect.
- Density of Plots 2-13 far greater than any other area. Design amendments on the southern and northern boundary parcels should be re-designed to give more residents a better aspect across open fields.
- Design changes would also dilute road noise and light pollution.

Other

- Littleport has already responded to housing need through two large estates, notwithstanding increased housing schemes in Ely/Chettisham.
- Procedure not being followed in terms of informing concerned parties.
- Looks as though there could be further development on adjacent fields.
- Property purchased for quiet, safe location. This will be ruined and devalue property.
- Variation in house numbers in documentation.
- Insufficient affordable housing to meet local demand.
- Applicant did not make clear at pre-application stage that comments would only be considered if the individual signed the visitors book. A number of complaints were not taken into consideration.
- Manor Oak Homes did not comply with the Data Protection Act 1998.

- Was not advised that entry into visitors book would be used towards the application and that the form completed at pre-application stage would be submitted.
- Requested to speak at Parish Council meeting but no response received.
- Contrary to Littleport Plan.
- Manor Oak homes will not be the end builder. How can they may promises regarding how the build will be conducted.
- Site was previously used as the Littleport showground

6.0 The Planning Policy Context

6.1 East Cambridgeshire Local Plan 2015

GROWTH 1	Levels of housing, employment and retail growth
GROWTH 2	Locational strategy
GROWTH 3	Infrastructure requirements
GROWTH 4	Delivery of growth
HOU 1	Housing mix
HOU 2	Housing density
HOU 3	Affordable housing provision
ENV 1	Landscape and settlement character
ENV 2	Design
ENV 4	Energy efficiency and renewable energy in construction
ENV 7	Biodiversity and geology
ENV 8	Flood risk
ENV 9	Pollution
COM 7	Transport impact
COM 8	Parking provision

6.2 Supplementary Planning Documents

Developer Contributions and Planning Obligations
Design Guide

6.3 National Planning Policy Framework 2012

- 6 Delivering a wide choice of high quality homes
- 7 Requiring good design
- 11 Conserving and enhancing the natural environment

7.0 PLANNING COMMENTS

The main issues to consider in the determination of this application are:

- The principle of development
- Visual amenity
- Access and highway safety
- Housing mix and affordable housing
- Public open space
- Drainage and flood risk
- Ecology and biodiversity

- Residential amenity

7.1 Principle of Development

- 7.1.1 The local planning authority is not currently able to demonstrate that it has an adequate five year supply of land for housing. Therefore, all Local Planning policies relating to the supply of housing must be considered out of date and housing applications assessed in terms of the presumption in favour of sustainable development set out in the National Planning Policy Framework. This means that development proposals should be approved unless any adverse effects of the development significantly and demonstrably outweigh the benefits.
- 7.1.2 The benefits of this application are considered to be: the provision of up to 63 additional residential dwellings built to modern, sustainable building standards and the positive contribution to the local and wider economy in the short term through construction work and future occupiers of the dwellings.
- 7.1.3 The site is located within the established development framework of Littleport, within close proximity to the range of services and facilities available within the settlement. For the purposes of assessing the proposal in relation to the presumption in favour of sustainable development, the location of the site within the settlement boundary means that the site is considered to be in a sustainable location.
- 7.1.4 All other local plan policies and relevant material considerations remain relevant and form part of the planning balance for this application.
- 7.1.5 The site was identified in the Council's Strategic Housing Land Availability Assessment (SHLAA) 2014 as being available for development, subject to certain constraints.

7.2 Visual amenity

- 7.2.1 The site is located to the east of the Highfields estate, a modern residential development, which is being built out over a number of years by a major house builder. The land to the south of the site is formed of open land, belonging to a dwelling that fronts onto Ely Road. The gardens of two detached dwellings adjoin the eastern boundary and the land to the north of the site is in the control of the parish council and is in use as open space.
- 7.2.2 At present the site lies between an area of high density residential development and low density development on Ely Road. The proposal will therefore have the effect of extending the Highfields estate, with a density of 29.3 dwellings per hectare proposed on the site, similar to that on the Highfields Estate. The proposal will also result in the loss of a green space, although no evidence has been submitted to indicate that the public have a right to use the land. The land has been used in the past, in conjunction with the land to the north, in connection with the Littleport Show and a pavilion once stood on the site. These uses appear to have taken place with the permission of the land owner and it is apparent from comments received from members of the public that the land is used on an informal basis for dog walking etc.

- 7.2.3 The construction of up to 63 dwellings on the site will therefore considerably change the character and appearance of the immediate area. At present the site does not feature prominently in the street scene within the Furrow and it cannot be readily seen from Ely Road. The development of the site and the loss of a number of trees and lengths of hedgerow on the boundaries will expose the site to the surrounding land, however, subject to appropriate design, layout and materials, it is considered that the site could be developed without causing significant harm to the visual amenity of the surrounding areas.
- 7.2.4 The Parish Council has indicated that it intends to utilise the land to the north as an area of public open space, providing a natural barrier to residential development on this site and the adjacent Highfields estate.
- 7.2.5 This application does not seek to determine details relating to appearance, landscaping, layout and scale, all of which would need to be subject to a reserved matters application. The Trees Officer has indicated his agreement to the removal of the trees and hedges on the site necessary to facilitate the development, however, he has raised concerns that the number of dwellings proposed leaves little space for replacement planting.
- 7.2.6 The details submitted with the application state that a replacement tree will be planted to compensate for the loss of the Acer on the site and given the poor condition of the Acer, this is considered to be the most appropriate form of action. The applicant has also offered the sum of £2500 towards new tree planting on the land to the north of the site. Whilst only indicative, the layout plan shows the public open space in the north-west corner of the site where it connects onto areas of public open space within the Highfields development and the land to the north.
- 7.2.7 On balance it is considered that the development of the site for up to 63 dwellings can be achieved and that any harm caused to the character and appearance of the area would be outweighed by the benefits of the scheme. The proposal therefore complies with Policies ENV1 and ENV2 in this regard.
- 7.3 Access
- 7.3.1 The principal access to the site will be The Furrow, which will be extended to create the main estate road for the development. This will provide vehicular, cycle and pedestrian access for all of the proposed dwellings. An emergency access will be provided via Upton Lane, in the north east corner of the site. Measures to prevent this access from being used for ordinary vehicular access will be installed. This access will however serve as a pedestrian and cycle link for residents of the new development and residents on Highfields, to the west of the site.
- 7.3.2 Concerns have been raised by a number of residents on The Furrow and nearby roads on the Highfields estate that access from The Furrow is not appropriate and that the main vehicular access should be via Upton Lane. The creation of the main access via The Furrow will lead to the loss of an overspill parking area currently located at the end of The Furrow. Residents are concerned that this will increase on-street parking on The Furrow and cite the fact that at present issues relating to double parking often arise, affecting access for emergency and delivery vehicles and refuse collection vehicles. It is feared that this situation will be made worse. In

addition, concerns are raised regarding the additional traffic that will be generated by the proposed development and the associated noise and disturbance that will be caused. Safety issues in bad weather have also been cited as a cause for concern.

- 7.3.3 The access arrangements have been examined by the Local Highway Authority and are considered to be adequate in regard to their width and layout. The access locations in regard to accessibility and permeability have also been assessed and deemed acceptable by the County Council Transport Planning team. The Local Highway Authority Engineer has made a number of additional points in relation to the indicative layout submitted with the application and it is expected that these comments are taken into account at reserved matters stage. A number of conditions are suggested in relation to the construction of the main vehicular access and the arrangements for the emergency access, and these can be incorporated into any consent issued.
- 7.3.4 The Transport Statement submitted with the application states that the proposed development has adequate links to the existing walking and cycling infrastructure and bus and rail services. A Vehicle Trip Impact assessment has also been undertaken with the proposed development predicted to generate 49 new vehicle trips in the morning peak period and 42 new trips in the evening peak period. The level of new vehicle trips has been assessed as being unlikely to be noticeable above daily fluctuations in background traffic.
- 7.3.5 The Transport Statement has been revised following receipt of comments from the Transport Planning team. The team has now confirmed that the applicant has adequately addressed all issues raised and that it has no objection to the proposal, subject to conditions being imposed in relation to pedestrian and cycle links, improvements to the nearest bus stops on Ely Road and the provision of welcome travel packs to encourage residents to travel using sustainable modes of transport. The improvements required to the bus stops should be secured by way of the S106 Agreement rather than condition and the applicant is willing to agree to this.
- 7.3.6 In response to comments received from residents suggesting that the Upton Lane access should be used as the principal vehicular access, the applicant has confirmed that The Furrow was chosen following independent assessment by a highways consultant. The proposed access will connect with Ely Road via a roundabout, which is preferable to the simple priority access which would be required if the site were accessed via Upton Lane. The applicant also believes that the proposed access will encourage walking and cycling, which will result in a shorter journey via Upton Lane. It is also believed that there is a 'pinch point' where the private and publicly maintained parts of Upton Lane meet.
- 7.3.7 The applicant has also pointed out that The Furrow is now an adopted highway and that rights of access were retained by the owners of the adjacent land when it was sold to Cannon Kirk. Although not a material planning consideration, the applicant also notes that the reservation of rights is noted on the individual title deeds for the dwellings on The Furrow.
- 7.3.8 To address the issue of construction traffic a draft Construction Traffic Management Plan has been submitted with the application. All construction traffic is expected to access and egress the site via Upton Lane and delivery times will take account of

school hours and users of Millfield Primary School. The submission and implementation of a final Construction Traffic Management Plan can be secured by condition.

- 7.3.9 The indicative layout indicates that two car parking spaces per dwelling will be provided together with a number of visitor parking spaces. The applicant has been encouraged to limit the use of tandem parking and rear parking courts and a number of dwellings feature parking to the front for ease of access. A number of amendments have been made to the location of the visitor parking spaces, however, the final layout will be dealt with at reserved matters stage.
- 7.3.10 Based on the information submitted and the consultation responses received from the Local Highway Engineer and the Transport Planning Team it is considered that the applicant has demonstrated that safe and convenient access to the highway network can be achieved. The proposal also provides a network of routes for pedestrians and cyclists. The proposal therefore complies with Policy COM7 in this regard. The applicant has also demonstrated that adequate vehicle and cycle parking can be provided in accordance with Policy COM8.
- 7.4 Housing mix and affordable housing
 - 7.4.1 The application proposes 63 dwellings, 19 of which are stated to be affordable dwellings. This equates to 30.2% of the total dwellings proposed and accords with Policy HOU3 in relation to affordable housing provision. The 19 affordable units are to be split 70%-30% affordable rent to shared ownership. The Council's Senior Housing Strategy & Enabling Officer has confirmed that the proposed tenure mix is acceptable and the proposed mix of property types will meet the housing needs identified on the Housing Register and in the Cambridgeshire Strategic Housing Market Assessment. The amount and mix of affordable housing will be secured by way of a S106 Agreement.
 - 7.4.2 The mix of housing in relation to the market housing is also considered to be acceptable for this location. 30% of the affordable housing will be provided to Lifetime Homes or equivalent standards. A Renewable Energy and Water Consumption Statement has also been submitted with the application. This indicates that a 'Fabric First' approach will be taken to energy efficiency and that measures such as rainwater butts and water efficient sanitary ware will be incorporated into the scheme.
 - 7.4.3 It is considered that the applicant has adequately addressed housing mix and the provision of affordable housing in accordance with Policies HOU1 and HOU3 of the Local Plan.
- 7.5 Public open space
 - 7.5.1 The proposal includes the provision of an area of public open space in the north west corner of the site. The area proposed extends to 2681m² and equates to 12% of the total site area. This is below the level required by the Developer Contributions and Planning Obligations SPD which suggests that 4296m² of onsite public open space is required as part of the development.

- 7.5.2 To address this issue the applicant has had pre-application discussions with Littleport Parish Council and has offered to provide a financial contribution towards the provision of a play area and play equipment on the land immediately to the north of site – The Paddocks. A reduction in the amount of public open space on the site is further justified by the applicant on the basis that there is already a significant area of public open space to the west and north of the site. The indicative layout shows how footpaths to either side of the public open space will connect into the network of paths on the Highfields estate. At the request of Littleport parish Council pedestrian access to The Paddock from the north east corner of the site is also shown on the indicative layout.
- 7.5.3 At the time of writing discussions are on-going with Littleport Parish Council in connection with the future use of The Paddock and how an off-site contribution would be spent. This financial contribution will be secured through the S106 Agreement and it is expected that negotiations will be concluded in the near future.
- 7.6 Drainage and flood risk
- 7.6.1 The site is located in Flood Zone 1 where there is a low risk of flooding. The proposed scheme utilises sustainable drainage measures in the form of underground storage and oversized pipes to attenuate any surface water run-off. This attenuation based approach is likely to be necessary because the underlying clay geology of the site means that an infiltration based system, e.g. soakaways, is unlikely to be viable. A flood risk assessment has been submitted with the application and this details that infiltration testing will however be conducted prior to the detailed design of the drainage scheme.
- 7.6.2 The Lead Local Flood Authority (LLFA), in this case Cambridgeshire County Council, has been consulted on the application and notes that the applicant proposes to discharge surface water off site via Anglian Water's surface water sewerage system. Discharge rates were initially set at 5 l/s. The LLFA pointed to the fact that the discharge rate should ideally never exceed the peak greenfield runoff rate, which in this case is 1.3 l/s. It was however appreciated that it may be difficult to get the discharge rate down to existing rates and the applicant was required to reduce the rate to 2.5 l/s.
- 7.6.3 The applicant has undertaken additional work in this respect with two further revisions of the flood risk assessment being submitted. The LLFA has accepted that a discharge rate of 3.4 l/s can be used and following clarification of a number of points it has indicated that there is no further objection to the scheme subject to the imposition of suitable conditions. At the time of writing formal confirmation of the LLFA position is awaited and a further update will be provided to Members at the committee meeting.
- 7.6.4 Anglian Water has confirmed that the drainage strategies prepared by the applicant in relation to foul and surface water drainage are acceptable and does not object to the development on the basis that suitable conditions are imposed relating to these strategies. The Littleport & Downham Internal Drainage Board does not object to the application on the basis that Anglian Water will need to satisfy itself that the original design of the surface water sewer and balancing pond (constructed as part of the Highfields estate) will be able to cope with the additional flows from the site.

As Anglian Water has confirmed that it accepts the submitted details and does not object to the application it is considered that this is the case.

7.7 Ecology and biodiversity

- 7.7.1 An Ecology Appraisal has been submitted with the application, which identifies a number of habitats within the site; scrub, scattered trees, semi-improved neutral grassland, intact species-rich hedge, intact species-poor hedge, defunct species-poor hedge and bare ground. Potential for bat roosting, foraging and/or commuting was identified, particularly within the line of Poplars along the northern boundary of the site. The site was found to be unlikely to support protected species of breeding bird, those rare or deemed under conservation threat. There is some suitable habitat for reptiles but no water/wetland features are present.
- 7.7.2 The appraisal sets out best practice in relation to any tree, hedge and vegetation removal as well as during construction and the treatment of open trenches. The appraisal also states that the proposed development is unlikely to impact significantly on wildlife, subject to appropriate mitigation measures, and it will not lead to a significant loss of habitat in the area.
- 7.7.3 An Arboricultural Method Statement has also been submitted with the application. This states that in order to implement the development it will be necessary to advocate the removal of a number of trees and the partial removal of a section of hedge.
- 7.7.4 The section of hedge to be removed relates to the provision of the access off The Furrow and this is considered necessary to carry out the development. The remainder of the hedge on the western boundary is to be maintained.
- 7.7.5 At present there is a single established Sycamore away from the boundary. Some minor fire damage was noted on the northern side of the tree with damage to surface roots and a few of the lower branches. The presence of Honey Fungus infection was also noted and it is stated that Sycamore is not one of the more resistant species and that recent fire damage will have further stressed the tree. For these reasons the Sycamore is not considered to be a constraint to development.
- 7.7.6 Whilst it is unfortunate that this tree cannot be incorporated into the development, the applicant proposes to plant a new feature tree within the area of public open space by way of compensation.
- 7.7.7 The report also advocates the removal of a number of Poplars on the northern boundary. These were planted as a boundary feature and protected by a TPO but are in poor condition. There appears to have been losses in the line of trees and those remaining exhibit above average dead wood and sparse canopies. These trees are considered to represent a risk and should be removed in the context of a residential development.
- 7.7.8 By way of mitigation, the applicant has offered the sum of £2500 to Littleport Parish Council for tree planting on The Paddock, immediately to the north of the line of Poplars.

- 7.7.9 Further works to cut back the boundary hedges are recommended and the crown of an English Oak will be lifted. The applicant has also submitted an indicative planting plan for the development.
- 7.7.10 The Council's Trees Officer supports the information contained within the Arboricultural Method Statement and its implementation can be secured by way of condition. The Trees Officer is of the view that the proposed development provides insufficient planting to reflect the landscape losses, however, as stated above, replacement planting is to take place on The Paddocks and the location of the site, adjacent to a larger area of public open space compensates in some way.
- 7.7.11 The indicative layout indicates that tree protection measures will be extensive on the boundaries of the site and that some rear gardens will adjoin neighbouring dwellings on which there are a number of protected trees. Provided these trees are managed correctly, any potential nuisance can be minimised.
- 7.7.12 A detailed landscaping scheme will be required at reserved matters stage and it is considered that tree protection measures can be dealt with by way of condition.
- 7.7.13 As referred to above, the removal of the Poplars on the northern boundary could potentially lead to the loss of bat roosting sites. In accordance with the Ecology Appraisal, further surveys will be carried out to establish whether bats are present. However, in anticipation of bats being present, a detailed Bat Mitigation Strategy has been submitted detailing the mitigation measures that will be implemented both during and after construction. In most cases, survey work should be carried out prior to the determination of an application, however, the removal of the Poplars is required on health and safety grounds and the developer will be required to ensure that the requirements of the Countryside and Wildlife Act are adhered to in any event. In this case it is considered that the significant benefits of the application warrant this approach. On this basis the proposal is considered to comply with Policy ENV7 of the Local Plan.
- 7.8 Residential amenity
- 7.8.1 Policy ENV2 of the Local Plan requires development proposals to ensure that there is no significantly detrimental effect on the residential amenity of nearby occupiers and that future occupiers enjoy high standards of amenity.
- 7.8.2 The indicative layout indicates that sufficient amenity space, in accordance with the Design Guide SPD, can be provided for the future occupiers of the dwellings and that matters such as rear inter-visible windows can be adequately addressed. There is sufficient separation distance between the proposed dwellings on the western boundary and dwellings on The Furrow and Cornfields Lane, with areas of open space in between in places.
- 7.8.3 The occupiers of 2 Ely Road, on the eastern boundary, have raised concerns regarding the impact of the proposed development on their amenity. They have pointed out that their property is elevated above the site and that they have a number of large windows at first floor level on the rear elevation. They are concerned that windows at first floor level to the rear of the dwellings shown on the

eastern boundary will overlook the rear garden of No. 2 and will have views directly into bedrooms at the rear. Concerns have also been raised that the existing trees and vegetation on this boundary will not adequately protect amenity.

- 7.8.4 The rear elevation of 2 Ely Road is approximately 60 metres from the closest proposed dwelling and the dwelling itself is approximately 50 metres from the site boundary. At this distance it is not considered that any significant loss of privacy would occur. The applicant has made changes to the indicative layout as a result of comments received from the occupiers of 2 Ely Road, however, details of scale, layout and appearance are to be reserved matters and the neighbours' request that the dwellings on the boundary are single storey and orientated to remove any east facing first floor windows, both cannot be accommodated or justified at this time. The protection of the trees on this boundary has been mentioned earlier in this report and details of boundary treatments would be addressed at reserved matters stage. At this time the refusal of the application on the basis of its impact on the occupiers of 2 Ely Road would not be warranted.
- 7.8.5 The side elevation of 1B Upton Lane is located approximately 7 metres from the site boundary and its proximity to the dwellings in the north east corner of the site will need to be taken into account at reserved matter stage.
- 7.8.6 As detailed earlier in this report, residents on the Highfields estate have raised concerns that this proposal will lead to increased noise and disturbance during the construction phase and once occupied. Construction traffic will be directed to Upton Lane and the submission and implementation of a Construction Environmental Management Plan will minimise any impact and can be required by condition. Any potential noise and disturbance caused by increase traffic flows on the Highfields estate would not justify the refusal of the application.
- 7.8.7 Residents on Upton Lane will be subject to the same affects during construction, including the construction traffic that will pass by. Again, the use of a Construction Environmental Management Plan will minimise any impact and will be limited to the construction phase. Noise generated during the construction phase is also subject to separate environmental legislation.
- 7.8.8 The loss of a view does not constitute a material planning consideration and would not therefore justify the refusal of an application.
- 7.8.9 On balance it is considered that this outline application adequately addresses residential amenity and it therefore accords with Policy ENV2 of the Local Plan.
- 7.9 Other material matters
- 7.9.1 A contaminated land assessment has been submitted with the application and this has been examined by the Council's Scientific Officer. He is satisfied that no further contaminated land site investigation work is required. However, due to the sensitive end use of the site it is recommended that an unexpected contamination condition is attached to any consent granted.
- 7.9.2 The Historic Environment Team at Cambridgeshire County Council has been provided with a report of the results of an archaeological evaluation that has been

carried out by the applicant. This demonstrates that archaeological remains of low significance exist at the site. The Historic Environment Team has no objection to the application and no further archaeological recommendation for this site.

7.9.3 Cambridgeshire Fire & Rescue Service has asked that adequate provision be made for fire hydrants and this can be dealt with by way of a planning condition.

7.9.4 The indicative layout takes the RECAP Waste Management Design Guide SPD into account and a Design Stage Site Waste Management Plan has been submitted with the application. Concerns have been raised by the Council's Waste Strategy team that its refuse collectors already encounter difficulties on the Highfields estate due to vehicles being parked on the public highway. This application cannot address this issue and the provision of sufficient parking spaces has been raised with the applicant. As stated earlier in this report the use of tandem parking has been discouraged. The final layout, to be determined at the reserved matters stage, should take the comments of the Waste Strategy Team into account and any impact on waste collection should be minimised.

7.9.5 A Heritage Assessment has been submitted with the application and the Council's Conservation Officer has had regard to this. The Conservation Officer is satisfied that at this time, this proposal would not have a detrimental impact on any heritage asset.

7.10 Other matters

7.10.1 Concerns have been raised by local residents that this application has not been publicised correctly. A number of responses were received prior to several site notices being posted and a number of additional addresses being notified directly of the application. Concerns were also raised regarding the applicant's consultation process prior to the application being submitted. The Local Planning Authority were not involved with this process and cannot control how the applicant uses the information gathered at that stage.

7.10.2 A number of comments received also raise concerns about the ability of the local infrastructure to cope with new development. A new secondary school is proposed within Littleport and a contribution towards education will be secured through CIL payments. The Growth and Development Team at Cambridgeshire County Council has been consulted on the application and no comments have been received. It is therefore considered that this development can be achieved with the level of existing and proposed infrastructure in Littleport.

7.11 Planning balance

7.11.1 The benefits of this development are the contribution it would make in terms of housing supply within the District as a whole as well as the economic benefits of construction and additional population to support local businesses, the provision of affordable housing and the off-site public open space contribution. These benefits attract significant weight in favour of the proposal in the planning balance.

7.11.2 On balance it is considered that there would be no adverse impacts either in terms of the sustainability of the location, access, flood risk and drainage, residential

amenity, visual amenity or ecology and biodiversity that would significantly outweigh the benefits of the development. The application is therefore recommended for approval.

8 COSTS

- 8.1 An appeal can be lodged against a refusal of planning permission or a condition imposed upon a planning permission. If a local planning authority is found to have acted unreasonably and this has incurred costs for the applicant (referred to as appellant through the appeal process) then a cost award can be made against the Council.
- 8.2 Unreasonable behaviour can be either procedural ie relating to the way a matter has been dealt with or substantive ie relating to the issues at appeal and whether a local planning authority has been able to provide evidence to justify a refusal reason or a condition.
- 8.3 Members do not have to follow an officer recommendation indeed they can legitimately decide to give a different weight to a material consideration than officers. However, it is often these cases where an appellant submits a claim for costs. The Committee therefore needs to consider and document its reasons for going against an officer recommendation very carefully.
- 8.4 In this case members' attention is particularly drawn to the following points:
- There have been no objections from the Local Highways Authority or Transport Planning Team.
 - This application is for outline planning permission, with specific details to be assessed at reserved matters stage.

9 APPENDICES

- 9.1 Draft conditions

<u>Background Documents</u>	<u>Location</u>	<u>Contact Officer(s)</u>
15/01012/OUM	Julie Barrow Room No. 011 The Grange Ely	Julie Barrow Senior Planning Officer 01353 665555 julie.barrow@eastca mbs.gov.uk

National Planning Policy Framework -

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

East Cambridgeshire Local Plan 2015 -

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

APPENDIX 1 - 15/01012/OUM Draft Conditions

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

Plan Reference	Version No	Date Received
40265/002		25th August 2015
S7397PM TA03	B	25th August 2015
40265/001N ACCESS DETAILS ONLY		8th December 2015

- 1 Reason: To define the scope and extent of this permission.
- 2 Approval of the details of the appearance, landscaping, layout and scale (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced, and shall be carried out as approved. Application for approval of the reserved matters shall be made within 3 years of the date of this permission.
- 2 Reason; The application is for outline permission only and gives insufficient details of the proposed development, and to comply with Section 92 of the Town and Country Planning Act 1990.
- 3 The development hereby permitted shall be commenced within 2 years of the date of the approval of the last of the reserved matters.
- 3 Reason: To comply with Section 92 of the Town and Country Planning Act 1990, as amended.
- 4 The proposal is for up to 63 dwellings.
- 4 Reason: To allow for a design led approach in accordance with policies ENV1 and ENV2 of the East Cambridgeshire Local Plan 2015.
- 5 Notwithstanding the details shown on Drawing No. 40265 /001N in relation to the emergency relief access onto Upton Lane and the pedestrian routes to the north and north-west, prior to above ground construction works taking place, detailed specifications in relation to these access points shall be submitted to and approved in writing by the Local Planning Authority. Details in relation to the emergency relief access shall include the means of restricting vehicular traffic once the construction phase is complete together with details of the future management of any bollards etc. erected.
- 5 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015.
- 6 All estate roads will be designed and built to Cambridgeshire County Council's specification (in place at the date of commencement of development) prior to the last house on the development being occupied.

- 6 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015.
- 7 Prior to first occupation the form and content of Welcome Travel Packs shall be agreed with the Local Planning Authority. The Packs should encourage residents to travel using sustainable modes of transport and shall be provided to new occupants of the development.
- 7 Reason: In order to encourage future residents to travel using sustainable modes of transport in accordance with Policy COM7 of the East Cambridgeshire Local Plan 2015 and as submitted in draft format with the application.
- 8 Notwithstanding the submitted details, no development shall take place until a surface water drainage strategy has been submitted to and approved in writing by the local planning authority. The strategy shall include evidence of infiltration testing together with details of the adopting body and provision for future maintenance of the drainage scheme. The development shall be carried out in strict accordance with the agreed strategy, including any phasing of the scheme.
- 8 Reason: To prevent flooding by ensuring the satisfactory storage/disposal of water from the site, in accordance with policies ENV2, ENV8 and ENV9 of the East Cambridgeshire Local Plan 2015. This condition is pre-commencement as it is necessary to ensure that an adequate drainage system can be achieved and it would have been unreasonable to expect the applicant to carry out infiltration testing prior to the principle of development being established.
- 9 No development shall take place until details of the position and number of fire hydrants required has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the agreed details, including any phasing arrangements.
- 9 Reason: To ensure the appropriate infrastructure is in place to ensure adequate public safety provision in accordance with Policies Growth 3 and ENV2 of the East Cambridgeshire Local Plan 2015. This condition is pre-commencement as it would be unreasonable to require the applicant to confirm these details until the principle of development has been established.
- 10 Construction hours shall be limited to the following hours: 08:00 - 18:00 each day Monday-Friday, 08:00 - 13:00 Saturdays and none on Sundays or Bank Holidays.
- 10 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 11 In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing to the Local Planning Authority within 24 hours. An investigation and risk assessment must be undertaken and approved in writing by the Local Planning Authority. Where remediation is necessary, a remediation scheme must be submitted to and approved in writing by the Local Planning Authority. The necessary remediation works shall be undertaken, and following completion of measures identified in the approved remediation scheme a

verification report must be prepared, and approved in writing by the Local Planning Authority.

- 11 Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with policy ENV9 of the East Cambridgeshire Local Plan 2015.
- 12 Prior to any work commencing on site a Construction Environmental Management Plan (CEMP) shall be submitted and agreed in writing with the Local Planning Authority (LPA) regarding mitigation measures for the control of pollution (including noise, dust, and lighting etc) during construction phase. The CEMP shall be adhered to at all times during the construction phase unless otherwise agreed in writing with the LPA.
- 12 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015. The condition is pre-commencement as it would be unreasonable to require applicants to undertake this work prior to consent being granted.
- 13 Prior to commencement of development a Construction Traffic Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The access routes and delivery times shall be based upon the details contained within the Draft Construction Traffic Management Plan, August 2015, submitted with the application.
- 13 Reason: In the interests of highway safety and to safeguard the residential amenity of neighbouring occupiers, in accordance with Policies ENV2 and COM7 of the East Cambridgeshire Local Plan 2015. The condition is pre-commencement as the details of the plan need to be agreed before work commences on site.
- 14 The development shall be carried out in accordance with the Conclusions and Recommendations contained within Preliminary Ecological Appraisal Ref 5354 FE PEA 01, May 2015. This shall include the carrying out of further bat survey work . In the event that bats are present in relation to the line of Poplars on the northern boundary, the Bat Mitigation Strategy ref 5354 FE BMS01, Jan 2016 shall be fully implemented.
- 14 Reason: To protect species and sites of nature conservation, in accordance with policies ENV2 and ENV7 of the East Cambridgeshire Local Plan 2015.
- 15 Prior to commencement of development an energy and sustainability strategy for the development, including details of any on site renewable energy technology and energy efficiency measures incorporated into the development, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved strategy.
- 15 To ensure that the development takes the opportunities available to contribute to delivering the Government's Climate Change Programme and energy policies, and in doing so contributes to global sustainability, and to contribute to tackling climate change in accordance with policy ENV4 of the East Cambridgeshire Local Plan 2015. This condition is pre-commencement as it would be unreasonable for the applicant to provide this information prior to the principle of development being established.

- 16 Notwithstanding the details contained in the indicative layout plan, The first reserved matters application shall include a master plan for the site. Once agreed, the masterplan shall inform all subsequent reserved matters applications. Any changes to the masterplan shall be agreed in writing with the Local Planning Authority.
- 16 Reason: To allow for a design led approach in accordance with policies ENV1 and ENV2 of the East Cambridgeshire Local Plan 2015.
- 17 The tree and hedge works shown on Drawing No. 5354 FE TPP 01 shall be carried out in strict accordance with the specification and details contained within the Arboricultural Method Statement (AMS) ref 5354 FE AMS 01 Rev A dated August 2015, with the exception of the works to the hedge marked 'H3' on the drawing referred to above. Prior to the works commencing to cut hedge H3 back, further details of the works shall be submitted to and approved in writing by the Local Planning Authority. Except as detailed within the AMS, no additional trees or hedges shall be pruned or removed/felled without the prior written approval of the Local Planning Authority.
- 17 Reason: To safeguard the character and appearance of the area, and ensure the long term retention of the hedge in accordance with policies ENV1 and ENV2 of the East Cambridgeshire Local Plan 2015.