
MAIN CASE

Reference No: 15/01477/FUL

Proposal: Retrospective application for part change of use of existing offices/showrooms/garden area and ancillary parking to events venue

Site Address: Rose Barn Ely Road Sutton Ely Cambridgeshire CB6 2AB

Applicant: Mrs Sally Bibby

Case Officer: Julie Barrow, Senior Planning Officer

Parish: Witcham

Ward: Downham Villages

Ward Councillor/s: Councillor Anna Bailey
Councillor Mike Bradley

Date Received: 1 December 2015 **Expiry Date:** 8 April 2016

[Q256]

1.0 **RECOMMENDATION**

1.1 Members are requested to REFUSE the application for the following reasons:

1. The proposal does not incorporate adequate on-site vehicular parking and manoeuvring facilities to the standard required by the Local Planning Authority or the Local Highway Authority. The continued use of the site as an events venue will result in the uncontrolled parking of vehicles and coaches on the private access road fronting the site and the A142 to the detriment of highway safety. The proposal therefore fails to comply with Policy COM8 of the East Cambridgeshire Local Plan 2015, which requires development proposals to make provision for parking broadly in accordance with the Council's parking standards.
2. The continued use of the site as an events venue will intensify the use of the existing accesses to the east and west of the site, on a stretch of classified highway where the principal function is that of carrying traffic freely and safely between centres of population. There is already some degree of conflict and interference to the passage of through vehicles from the existing accesses, and the intensification of that interference that this proposal would engender would lead to the deterioration in the efficiency of the road as a traffic carrier, and be detrimental to highway safety. The proposal therefore fails to comply with Policy COM7 of the East Cambridgeshire Local Plan 2015, which requires development proposals to provide safe and convenient access to the highway network and be capable of accommodating the level and type of traffic generated without detriment to the local highway network.

2.0 SUMMARY OF APPLICATION

- 2.1 The application seeks retrospective consent for the part change of use of an existing office and showroom building and adjacent garden area to an events venue. The site has been operating in excess of 12 months and the applicant has advised that around 20 weddings, parties and other events have been held during that time.
- 2.2 Planning permission for the office and showroom building was granted in 2008 subject to a condition restricting its use to purposes falling within Class B1(a) of the Town and Country Planning (Use Classes) Order 1987, as amended, and for no other use. Class B1(a) relates to an office use.
- 2.3 An outdoor area adjacent to the building has been used in connection with events and comprises several seating areas as well as outdoor cooking facilities. A large decked area can be used as part of the outdoor area and serves as hardstanding for the erection of a marquee for certain events.
- 2.4 A Noise Management Plan and a Transport Statement have been submitted as part of the application and are attached for information at Appendix 1.
- 2.5 The full planning application, plans and documents submitted by the Applicant can be viewed online via East Cambridgeshire District Council's Public Access online service, via the following link <http://pa.eastcambbs.gov.uk/online-applications/>. **Alternatively a paper copy is available to view at the East Cambridgeshire District Council offices, in the application file.**
- 2.6 The application has been brought to Planning Committee at the discretion of the Planning Manager due to the retrospective nature of the application.

3.0 PLANNING HISTORY

3.1

07/00204/CLE	Certificate of lawfulness - existing use of land for turfing and landscape business.	Approved	18.04.2007
07/01010/FUL	Erection of new offices & associated works	Refused	19.10.2007
07/01433/FUL	Erection of new offices & staff facilities plus staff and customer parking area.	Refused	27.02.2008
08/00746/FUL	New offices and staff facilities, staff and customer parking,	Approved	18.09.2008

4.0 THE SITE AND ITS ENVIRONMENT

4.1 The site comprises an existing office building together with adjacent garden area and associated parking. Part of the office building is used in conjunction with an existing turf and landscaping business, which is operated from land to the north of the site. The Chestnuts, a modern detached dwelling is located to the east of the site and to the west of the site is Amberlea Kennels. The site is partially screened from the A142 by a dense, mature hedgerow which runs across the full width of the site. The site is accessed via a private lay-by which runs adjacent to the A142. The site is located in the countryside, outside the settlement boundaries of Witcham and Sutton.

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.

Witcham Parish Council – Considers that the application should be refused due to the impact of increased traffic associated with this change of use on the A142; the impact on traffic to and from the site and the effect on the junction. In addition there is inadequate provision for parking on site for a venue for 100 people plus staff and service vehicles. Concerns are raised about the use of the private road as an overflow car park. It is understood from the application there is only provision on site for 25 cars. Parking on the private road restricts access to other businesses on the site, e.g. the kennels and cattery.

Ward Councillors - No Comments Received

Local Highways Authority – Objects to this application and would recommend refusal for the following reasons:

1. The proposal does not incorporate adequate on-site vehicular parking and maneuvering facilities to the standard required by the Local Planning Authority or Highways Authority. The proposal, if permitted would therefore be likely to result in the uncontrolled parking of vehicles and coaches on the private access road fronting the site and the A142 to the detriment of highway safety.
2. The proposed development would intensify the use of existing accesses on a stretch of classified highway where the principle function is that of carrying traffic freely and safely between centres of population. The existence of an access in this location is a matter of fact and therefore some degree of conflict and interference to the passage of through vehicles already occurs, but the intensification of that interference that this proposal would engender would lead to the deterioration in the efficiency of the road as a traffic carrier and be detrimental to highway safety.

Highways Comments

The Transport Statement (TS) submitted outlines the available number of dedicated and individually marked parking spaces for this venue within the curtilage of the site. This being approximately 20 spaces. This number is well below the minimum number that the Highways Authority would recommend (30+) for a venue of this size and type. The TS further states that there is no available area within the

curtilage of the site to accommodate coach parking or additional parking. Therefore any coaches will have to be parked on the private road fronting the A142 with any additional overflow parking. The Highways Authority has major safety concerns with this informal parking arrangement for both cars and coaches parking on the private road, as this would be unregulated and the Highway Authority would be unable to police or enforce the parking in this road.

As there are no dedicated parking spaces or enforceable parking restrictions on this road vehicles and coaches could park within the vicinity of the junctions. This could obstruct and obscure the visibility splays with the A142 and also lead to the stopping and maneuvering of vehicles on the public highway as they would be unable to enter the private road. The TS states that staff members will be on hand to guide and direct guest parking, however it cannot be relied upon that staff will always be in attendance or fully trained in this function.

There are also grave concerns with the maneuvering of coaches on to the A142 from either of the existing junctions. This is due to the size of the vehicles and geometry of the junctions as there are of a non-standard layout.

Without alterations to the access with the A142 and further on-site parking provisions refusal is recommended on highway safety grounds.

East Cambridgeshire Access Group – Comments provided in relation to the provision of accessible parking, pathways, WCs and decked areas.

Environmental Health – Comments received following submission of Noise Management Plan:

- Environmental Health has received a few Temporary Event Notices regarding events at this site and are therefore aware that music events have been taking place. To date no complaints have been received.
- On looking at other similar sites and taking distances to the nearest noise sensitive receptors into account, as well as the commercial use of the area the following is advised:
 1. Amplified music shall be limited to the hours of 11:00 to midnight on any day, with the exception of one event per year when amplified music shall cease no later than 01:00 hours (for example New Years Eve/Day).
 2. Events with amplified music to be limited to one per calendar week.
 3. The Noise Management Plan (NMP) shall be adhered to at all times.
 4. No fireworks.
- Some other sites have a music noise limiting device. Due to the distance of this site to the closest noise sensitive residential properties, the proximity of the A142 and the fact that the site has been operational with no complaints received it is considered that this cannot be formerly requested at this time. This could come under the Noise Management if necessary in future.
- It should be noted that the music within the marquee is limited to background music under the NMP and the DJ's etc will be located within the building.
- If there are problems with noise or odour from the site these can be assessed under Statutory Nuisance and/or the site license.

Waste Strategy (ECDC) - No comments received.

5.2 Neighbours – Site notice posted and four nearby addresses notified. A number of responses have been received from the proprietors of Amberlea Kennels and Cattery and these are summarised below. A full copy of the responses are available on the Council's website.

- Business is licensed to accommodate 60 dogs and 65 cats, operates 7 days a week, 52 weeks of the year. Also offering grooming and pet food sales.
- Requirement of licence that people are present on site at all times.
- Access is via private road.
- Introduction and expansion of landscape business has increased traffic going past the kennels. Does not follow that the private road past the kennels is available to access other businesses when another access exists.
- Highways have raised concerns in the past regarding traffic volumes and movement at the junction with the A142 when looking at applications for the kennels.
- Current signage of Rose Barn inadequate and only visible from eastern approach.
- Site has been advertised commercially for some time.
- Landscape business appears to have opened on Saturdays and children's parties held on weekdays as well as weekends.
- Concerns regarding: visual impact; noise levels; existing fence is not a significant sound barrier; marquees could become a permanent fixture; unacceptable use of fireworks; licensed entertainment venue inappropriate in this area; difficult to enforce outdoor use; increased traffic presents increased risk of accidents; 'trips generated' analysis does not include landscape business; damage to verge; application could affect ability of kennels to secure planning permission in the future; adverse effect on business if customers are discouraged to use kennels; level of activity proposed does not provide significant permanent employment; reference to premises being referred to as a hotel; contrary to planning condition relating to use and Policy EMP2.
- Consider that trips generated information should identify and differentiate between numbers arriving and leaving via the eastern and western junctions.
- EH reference to 'commercial use of the area' – commercial elements are essentially behind residential frontages served by the private access road.
- Do not accept that amplified music should be allowed on any day between 11pm and midnight nor a special extension on New Year's Eve. Kennels likely to be more fully occupied at these times.
- Application requires full residential evaluation and consideration.
- Report only focuses on human effects. Up to 100 attendees with serving and clearing staff plus background music and outside cooking will inevitably lead to dogs' senses being raised and distress to an unacceptable level resulting in barking, consequent disruption and detracting from residential amenity.
- Animal Welfare Act 2006 etc. means there is a responsibility and duty of care towards animals in our charge.
- Transport Statement not representative.
- Saturdays are busiest days at kennels with associated peak traffic movements.
- Landscape business advertises as being open on a Saturday by appointment only.
- Figures should be based on worst case scenario.

- There will always be vehicles parked on the grass verge.
- Safety considerations from unlit overflow parking area. Overflow area 'F' is on land that the County Council is responsible for.
- Number of staff and service vehicles extremely light and no mention of delivery of goods etc.
- If approval is given to use the eastern approach provision of acceptable indemnities from the Applicant and ECDC will be required to protect from public liability and motor vehicle insurance claims.
- Presumption to access the venue from the east is unfair, unreasonable and inconsiderate. Object to the eastern access being used and if approved request it be conditioned to provide access from the west only.

6.0 The Planning Policy Context

6.1 East Cambridgeshire Local Plan 2015

GROWTH 2	Locational strategy
GROWTH 5	Presumption in favour of sustainable development
EMP 2	Extensions to existing businesses in the countryside
EMP 3	New employment development in the countryside
ENV 1	Landscape and settlement character
ENV 2	Design
ENV 9	Pollution
COM 7	Transport impact
COM 8	Parking provision

6.2 National Planning Policy Framework 2012

- 3 Supporting a prosperous rural economy
- 11 Conserving and enhancing the natural environment

7.0 PLANNING COMMENTS

The main issues to consider in the determination of the application are the principle of development, highway safety and residential amenity.

7.1 Principle of development

- 7.1.1 The building in which events have been taking place was constructed following the granting of planning permission in 2008 for new offices and staff facilities, staff and customer parking. The building was described in that application as providing offices, meeting rooms and staff welfare facilities for the existing landscape and turfing business that is currently operated from land immediately to the north of the current application site. A planning condition was imposed requiring the building to be used in such a way as the application had been considered on that basis and the countryside location was such that alternative uses may not be acceptable. Reference is made in the case officer's report for that application refers to additional uses such as retail not being appropriate for this location.

- 7.1.2 The applicant has confirmed that the area shown as 'offices' on the submitted drawings is used in connection with the landscape and turfing business that continues to operate and that not all of the building is used in connection with the events business.
- 7.1.3 Local Plan Policy EMP2 allows for extensions to existing businesses in the countryside. Such proposals will be permitted where:
- The proposal does not harm the character and appearance of any existing buildings or the locality;
 - The proposal is in scale with the location and would not (by itself or cumulatively) have a significant adverse impact in terms of the amount or nature of traffic generated;
 - The extension is for the purpose of the existing business; and
 - Any intensification of use will not detract from residential amenity.
- Full justification for the proposals is required to be submitted with a planning application.
- 7.1.4 The applicant has confirmed that her family own and operate the existing landscaping business, however, there is no direct connection between the operation of the two businesses and the existing building was approved on the basis that it was required in connection with the continuing operation of the landscaping business.
- 7.1.5 The proposal does not therefore comply with the third point of Policy EMP2. All development proposals should be determined in accordance with the relevant development plan unless material considerations dictate otherwise. The fact that the proposal is contrary to the adopted Local Plan therefore attracts weight against the proposal in the planning balance.
- 7.1.6 The impact of the proposal on the amount and nature of traffic generated and residential amenity is addressed below.
- 7.1.7 Policy EMP3 relates to new employment development in the countryside. This policy specifically relates to new development for small scale business in B1, B2 or B8 uses. The use of the site as an events venue does not fall into any of these use classes. The policy also requires applicants to demonstrate that there is a lack of buildings within a settlement in which the use could take place or that there is a lack of suitable buildings to re-use or replace in the countryside. The applicant has not demonstrated that any alternative sites were considered prior to commencing the use or that there are no alternative sites that could be utilised now.
- 7.2 Highway safety and parking provision.
- 7.2.1 In addition to Policy EMP2 the proposal is also required to demonstrate that safe and convenient access to the public highway can be provided in accordance with Policy COM7 and that adequate parking provision in accordance with Policy COM8 can be provided.
- 7.2.2 At the request of the Local Highway Engineer the applicant has submitted a Transport Statement (TS), which has been revised on a number of occasions in

direct response to comments received from the Transport Planning Team and Cambridgeshire County Council. The revised TS, is attached at Appendix 1.

- 7.2.3 In its final response dated 11 April 2016 the Local Highway Authority states that it objects to the proposal and recommends refusal on the basis that the proposal does not incorporate adequate on-site vehicular parking and manoeuvring facilities to the standard required by the Local Planning Authority or the Highway Authority. In addition refusal is recommended as the continued use of the site as an events venue would intensify the use of the existing accesses on a stretch of classified highway. Such intensification would lead to the deterioration in the efficiency of the road as a traffic carrier and be detrimental to highway safety.
- 7.2.4 Attached to Policy COM8 are details of the Council's adopted parking standards. These are arranged by Use Class and set out the number of spaces required, dependent on floor area or number of seats. The continued use of the site for events would be considered as a sui generis use, i.e. unique or in a class of itself. For this reason the use does not neatly fit into a use class as set out in Policy COM8. For comparison purposes it could be said that the existing use is similar to a D1 use such as a public hall or a D2 assembly and leisure use. For both categories, 20-25 parking spaces would be required to comply with the policy.
- 7.2.5 The information submitted with the application states that up to 100 people could attend an event and that the applicant intends to limit attendees to this number. In addition the Local Planning Authority anticipates that a number of staff will be required to serve the event including the provision of catering, bar and music services. Additional attendees in the form of photographers, entertainers etc. could also be possible.
- 7.2.6 The revised TS makes reference to two dedicated parking areas within the site, which can 'comfortably accommodate in the order of 25 vehicles'. At the request of the Local Highway Authority a drawing detailing the parking areas has been supplied and a letter from the applicant's agent has also been submitted with some supplementary explanation.
- 7.2.7 The two formal areas of parking can accommodate up to 19 vehicles within the curtilage of the building itself, taking into account the required manoeuvring space that will also be required. This figure falls below the general figure derived from the Council's adopted parking standards and falls well below the Local Highway Authority's recommendation that in excess of 30 spaces should be provided.
- 7.2.8 The applicant's agent refers to three informal spaces that could be provided within the curtilage of the building to accommodate a further 11 spaces. However, these areas primarily serve as manoeuvring areas for the formal spaces and their use for parking would not be encouraged. The applicant's agent also makes reference to the fact that staff, caterers etc. park in the commercial area to the rear. This forms part of the landscaping and turfing business to the north and does not form part of the application site itself.
- 7.2.9 Additional overflow parking is shown on the drawing submitted and referred to within the TS as being located on the private road to the south of the building. The TS refers to at least 14 vehicles being accommodated on this area. This area also

accommodates coaches, which are sometimes used to transport attendees to the site. The Local Highway Authority is concerned that the use of the private road for the parking of cars and coaches cannot be policed or regulated. As there are no dedicated parking spaces or enforceable parking restrictions on this road vehicles and coaches could park within the vicinity of the junctions and obstruct and obscure the visibility plays with the A142 and lead to the stopping and manoeuvring of vehicles on the public highway.

- 7.2.10 The applicant has stated that staff members are used to guide and direct traffic, however, the Local Highway Authority is concerned that it cannot be relied upon that staff will always be in attendance or fully trained in this function.
- 7.2.11 The Local Highway Authority is also concerned that the continued use of the site for events will intensify the use of the existing accesses on a stretch of classified highway where the principle function is that of carrying traffic freely and safely between centres of population. It is acknowledged that the accesses are in existence and currently serve the various residential and commercial uses in the immediate area. For this reason there is already a degree of conflict and interference that would be exacerbated by this additional use, leading to the deterioration in the efficiency of the road as a traffic carrier and to the detriment of highway safety.
- 7.2.12 The TS indicates that the venue will only be in operation when there is no commercial activity at the site and that any traffic movements associated with the events use will not be additional to commercial traffic. There is however no guarantee that the two uses will not coincide and it is understood that the venue can be hired for several days in order to prepare for and clean up after an event. It is anticipated that activities such as the erection and dismantling of a marquee will take place during the day, when the landscaping business is operating. It would be very difficult to enforce a condition that prohibited the two businesses operating at the same time as it would require almost constant monitoring and it would be difficult to establish which trips were being generated in respect of which business use.
- 7.2.13 For the reasons outlined above the proposal fails to comply with Policies COM7 and COM8 of the Local Plan. As the safe and efficient operation of the highway is at risk and the related impact on highway safety, this weighs heavily against the proposal in the planning balance.

7.3 Residential amenity

- 7.3.1 Policy ENV2 of the Local Plan requires development proposals to ensure that they do not have a significantly detrimental effect on the residential amenity of nearby occupiers.
- 7.3.2 The retrospective nature of the application means that a number of events have already been held on the site. The Council's Environmental Health team has confirmed that no complaints in relation to noise or disturbance have been made in this time and on this basis, the team is satisfied that the continued use of the site can be controlled by way of condition. The applicant has submitted a Noise

Management Plan, which has been assessed by Environmental Health and deemed acceptable.

- 7.3.3 The proprietor of the kennels business lives on site and a building close to the boundary can be used for up to 185 nights in any calendar year (but not more than 42 consecutive nights) as overnight accommodation for an employee. As this building can be used for up to half the year it is considered that the amenity of any occupier should be duly considered, especially in terms of noise and disturbance.
- 7.3.4 It should be noted however that it is not just the *residential* amenity of nearby occupiers that needs to be considered but also the fact that an existing kennels and cattery business is operating adjacent to the site. The proprietor of the kennels has raised concerns regarding the impact of the proposal on the residential amenity of residents living close to the site. Impacts may be felt directly from noise from amplified music, the use of the outdoor area and vehicular movements. Impacts may also be felt indirectly if dogs staying at the kennels are disturbed by noise, smells and vehicle movements, causing the dogs to bark and possibly becoming distressed or excited by the activities.
- 7.3.5 In addition, concerns have been raised as to the impact of the use on the wellbeing of the animals staying at the kennels. If animals are returned to their owners in a distressed or out of character state this may deter customers from using the facility again and, new customers may be deterred from using the facility at all. In turn this could have a negative impact on a well established and successful business. Whilst not strictly a planning matter, advice has been sought from a licencing officer and The Dogs Trust as to the potential impact on the kennels if the events venue is permitted to continue operating. Both parties share the concerns of the proprietor of the kennels in relation to animal welfare and the fact that activities on the adjoining site could affect the proprietor's ability to comply or secure the appropriate licence.
- 7.3.6 There may be occasions where the particular and personal circumstances of an affected party can be taken into account in the consideration of a planning application. However, the weight that can be afforded to such circumstances must be judged accordingly. On its own the fact that the neighbouring occupiers have not made any specific complaints in relation to the site is not sufficient to indicate that there is no impact on the kennels or the dwellings within that site. To date the applicant has ensured that any amplified or live music is generated within the building on the site, rather than in the marquee or the outdoor area. The continued operation of the use in this way can be controlled through the use of the Noise Management Plan and the applicant is willing to agree to a condition to this effect. It is more difficult to control noise from the outdoor area, however, the Noise Management Plan refers to the fact that this area is cleared and closed off at midnight, a time when animals within the kennels would expect to be settled and quiet. Environmental Health is satisfied that the distance between the building and outdoor area and the residential accommodation within the kennels is sufficient to prevent any noise or disturbance having a significantly detrimental effect. Neighbouring occupiers would not be precluded from making a complaint that a statutory nuisance was occurring in relation to noise and this would be investigated by Environmental Health should it occur.

7.3.7 On balance it is considered that the particular and personal circumstances of the neighbouring occupiers are relevant and that the continued use of the application site for events will have an impact on them. Whilst the proprietor of the kennels has raised concerns that his business will be adversely affected, no specific evidence to demonstrate that this will be the case has been submitted and the use has been occurring on a regular basis for the past year. It is considered that the use of the application site can be controlled by condition and on this basis any impacts on amenity can be made acceptable. For this reason the weight afforded to any impact on amenity is therefore limited.

7.4 Other matters

7.4.1 The proprietor has raised concerns that the application site 'red line' as shown on the submitted location plan includes the private access road in both the eastern and western directions. Applicants are required to show how access to the public highway is obtained from a site and in the absence of any physical barriers or restrictions, visitors to the site could use either access. It is understood that the road is in the private ownership of the various parties that live and/or work in the immediate vicinity.

7.4.2 The proprietor of the kennels has also raised concerns that vehicles entering the private road from the eastern access with the A142 will be required to cross the section of private road in his ownership and which serves the kennels. He is concerned that at peak times there can be a number of vehicular movements in connection with the kennels and that the two would come into conflict. It has been requested that if the application were to be approved, that a condition be imposed requiring vehicles to use the western access. As both accesses are open and freely available for use the Local Planning Authority would be unable to condition the use of only one access. It would be extremely difficult to enforce such a condition given that the kennels would wish the access to remain open for their customers and it would not be possible to easily distinguish between the two sets of customers. As the road is in private ownership the continued use of the road by all parties is a private civil matter and not one that can be controlled with the Local Planning Authority.

7.5 Planning balance

7.5.1 It is clear that the events venue has been operating for some time and that a significant number of events have been held on the site. The applicant has however limited the number of events through the use of Temporary Event Notices for licensing purposes. By regularising the proposal through the planning system the number of events that will be held is likely to increase. The building in which the events are held was granted planning permission on the basis it was required in connection with the adjacent landscaping and turfing business and a condition to this effect was imposed. The events use is entirely separate from the landscaping business and the proposal does not constitute an extension to an existing business in the countryside and therefore fails to accord with Policy EMP2. This attracts some weight against the proposal.

7.5.2 The applicant has failed to demonstrate that sufficient parking provision can be made within the site and that safe access to the highway network can be achieved.

In addition, the Local Highway Authority considers that the intensification of the use of the existing accesses onto the A142 would lead to the deterioration in the efficiency of the A142 as a traffic carrier, to the detriment of highway safety. These matters therefore weigh heavily against the proposal.

7.5.3 The continued use of the site for events is likely to have an impact on the amenity of residents living close-by, in particular at the adjacent kennels. In addition, the particular and personal circumstances of the adjacent kennels owner is such that the proposal could have a detrimental effect on the operation of his well established business. It is considered that matters such as noise and the use of the outdoor area can be controlled by condition and on this basis any adverse effects can be minimised. This issue therefore attracts some, albeit limited weight against the proposal.

7.5.4 The proposal may give rise to some limited employment benefits and from the numbers of events held there appears to be a demand for such venues. The benefits of the proposal would not however outweigh the adverse effects as detailed above and on balance the application is recommended for refusal.

8.0 APPENDICES

8.1 Appendix 1 – Transport Statement and Noise Management Plan

<u>Background Documents</u>	<u>Location</u>	<u>Contact Officer(s)</u>
15/01477/FUL	Julie Barrow	Julie Barrow
07/00204/CLE	Room No. 011	Senior Planning
07/01010/FUL	The Grange	Officer
07/01433/FUL	Ely	01353 616307
08/00746/FUL		julie.barrow@eastcambs.gov.uk

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

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