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28 August 2007



South
Cambridgeshire
District Council

To: Chairman – Councillor Mrs PS Corney
Vice-Chairman – Councillor CR Nightingale
All Members of the Planning Committee

Quorum: 4

Dear Councillor

You are invited to attend the next meeting of **PLANNING COMMITTEE**, which will be held in the **COUNCIL CHAMBER, FIRST FLOOR** at South Cambridgeshire Hall on **WEDNESDAY, 5 SEPTEMBER 2007 at 10.00 a.m.**

Yours faithfully
GJ HARLOCK
Chief Executive

Requests for a large print agenda must be received at least 48 hours before the meeting.

AGENDA		PAGES
PROCEDURAL ITEMS		
1.	Apologies To receive apologies for absence from committee members.	
2.	General Declarations of Interest	
3.	Minutes of Previous Meeting To authorise the Chairman to sign the Minutes of the meeting held on 1 August 2007 as a correct record. Draft Minutes are available by visiting the Council's website at www.scambs.gov.uk/meetings and by then following the links to 'Committees' (left-hand menu) and then 'Planning Committee' (under the heading of Regulatory Committees).	
PLANNING APPLICATIONS AND OTHER DECISION ITEMS		
4.	S/1203/07/F – Sawston (Change of Use of Farm Buildings to Fork Lift Truck Training Centre)	1 - 10
5.	S/1408/07/F – Sawston (94 High Street)	11 - 18
6.	S/6432/07/RM - Cambourne (GC29, Plot 1, New Hall Lane)	19 - 24

Democratic Services Contact Officer: Ian Senior, 01954 713028 Members of the public wishing to speak at this meeting are requested to contact the Support Officer by no later than noon on Monday before the meeting. A public speaking protocol applies.

7.	S/1212/07/F – Ickleton (18 Abbey Street)	25 - 34
8.	S/1823/06/F – Fulbourn (Land Adj 4 Home Farm)	35 - 52
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12.	S/1154/07/F – Hinxton (Extension to Warehouse Building)	93 - 100
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17.	S/1282/07/F - Great Shelford (6 Woollards Lane)	149 - 160
18.	S/0956/07/F - Great Shelford (120 Cambridge Road)	161 - 164

INFORMATION ITEMS

The following items are included on the agenda for information and are, in the main, available in electronic format only (at www.scambs.gov.uk/meetings and in the Weekly Bulletin dated 29 August 2007). Should Members have any comments or questions regarding issues raised by the reports, they should contact the appropriate officers prior to the meeting.

19.	Appeals against Planning Decisions and Enforcement Action Summaries of Decisions of interest attached. Contact officers: Gareth Jones, Corporate Manager (Planning and Sustainable Communities) – Tel: 01954 713155 John Koch, Appeals Manager (Special Projects) – Tel: 01954 713268	165 - 166
20.	To receive the Minutes of the Planning Sub-Committee meetings held on 30 November 2006, 27 February 2007, 22 March 2007 and 18 June 2007 These Minutes are available by visiting the Council's website at www.scambs.gov.uk/meetings and by then following the links to 'Committees' (left-hand menu) and then 'Planning Sub-Committee' (under the heading of Regulatory Committees).	

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EXCLUSION OF PRESS AND PUBLIC

The following statement must be proposed, seconded and voted upon. The officer presenting to report will provide the paragraph number(s).

“I propose that the Press and public be excluded from the meeting during the consideration of the following item number in accordance with Section 100(A) (4) of the Local Government Act 1972 on the grounds that, if present, there would be disclosure to them of exempt information as defined in paragraph of Part 1 of Schedule 12A (as amended) of the Act.”

Notes

- (1) Some development control matters in this Agenda where the periods of consultation and representation may not have quite expired are reported to Committee to save time in the decision making process. Decisions on these applications will only be made at the end of the consultation periods after taking into account all material representations made within the full consultation period. The final decisions may be delegated to the Corporate Manager (Planning and Sustainable Communities).
- (2) The Council considers every planning application on its merits and in the context of national, regional and local planning policy. As part of the Council's customer service standards, Councillors and officers aim to put customers first, deliver outstanding service and provide easy access to services and information. At all times, we will treat customers with respect and will be polite, patient and honest. The Council is also committed to treat everyone fairly and justly, and to promote equality. This applies to all residents and customers, planning applicants and those people against whom the Council is taking, or proposing to take, planning enforcement action. More details can be found on the Council's website under 'Council and Democracy'.

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee5th September 2007**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

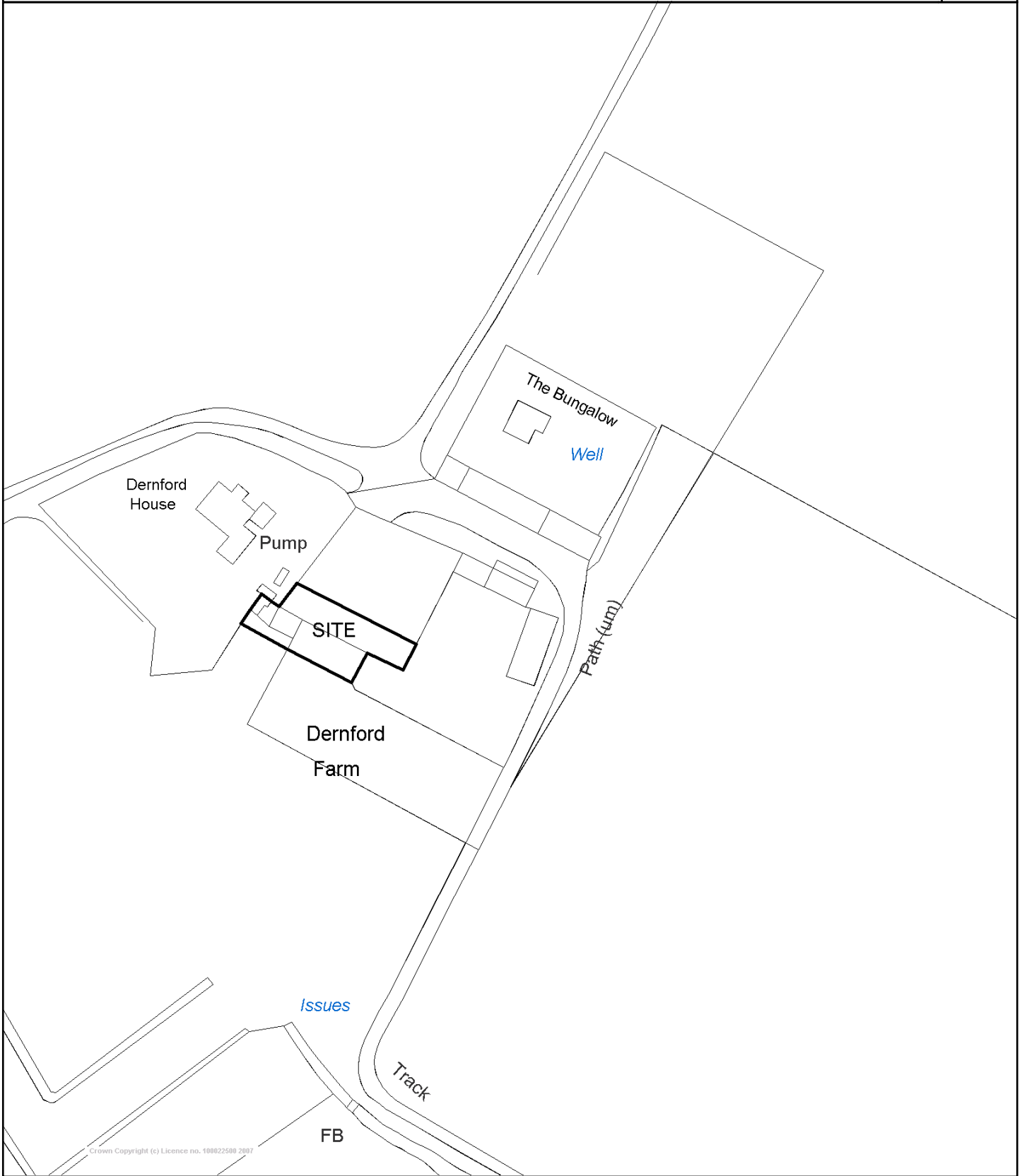
S/1203/07/F - SAWSTON**Change of Use of Farm Building and Annexe to Fork Lift Truck Training Centre at Building D, Dernford Farm for C Sales****Recommendation: Approval****Date for Determination: 13th August 2007****Notes:**

This Application has been reported to the Planning Committee for determination because the Officer recommendation is contrary to the recommendation of the Parish Council. It was referred to Committee by Chairman's Delegation Meeting on 8th August 2007.

Site and Proposal

1. The application site is located in the countryside and Green Belt between the villages of Stapleford and Sawston on the west side of the A1301. It comprises a single storey timber former agricultural building, situated within an enclosed courtyard, accessed via an approximately 450 metre long unmade track. Beyond the western boundary of the site is a detached farmhouse. The barn forms part of the Dernford Farm complex for which planning permission has been granted for use as agricultural workers hostel accommodation. Within that consent, the barn that is the subject of the current application (Building D) was to be used as offices, in connection with the administrative function of the site. Although some of the buildings are in use as hostel accommodation, Building D has never been converted.
2. The full application, submitted on 18th June 2007, seeks to change the use of the building to a fork lift truck training centre. The application has been accompanied by a supporting statement which explains that the building was to be used as offices for Watson Agricultural, the company who manage the hostel accommodation. However, it is unlikely that the administrative side of the business will expand in the foreseeable future and they therefore wish to enter into a medium term leasing arrangement with a fork lift truck training company, who currently visit businesses in the region to train in house forklift truck operatives. The proposed facility would provide a valuable and badly needed service to local businesses by providing weekly teaching courses for 3 operatives and 1 operative on a day refresher course. 2 instructors would work full time in the centre, 1 in the classroom and 1 in the fork lift truck section. Only 1 electrically operated forklift would be housed on the premises and the building would be set out to simulate a work place environment. The use would operate on a normal working week arrangement (between 8am and 6pm) and there would be no weekend or holiday working. It is estimated that there would be approximately 8 vehicle movements per day.

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September 2007 Planning Committee

Planning History

3. **S/0771/04/F** – Application for change of use of agricultural buildings to hostel accommodation for agricultural workers and ancillary office accommodation together with erection of covered external area and use of existing bungalow as warden accommodation approved, following consideration at Committee in October and November 2004. Conditions of the consent sought to minimise disturbance to occupiers of the adjacent farmhouse by requiring: the acoustic insulation of the buildings; vehicles associated with the early morning transport of workers to be parked in a position away from the common boundary with the adjacent property; and the use of the nearest building (Building D) as offices only in order to protect the amenities of occupiers of the adjacent dwelling. An additional condition restricted the use of the hostel accommodation to agricultural workers to ensure that the use is appropriate to a rural area and in keeping with the aims of Policy P1/2 of the Structure Plan.
4. This permission was also subject to a legal agreement requiring the applicant/owner to undertake all reasonable endeavours to limit the use of motorised transport to and from the site in accordance with a scheme to be agreed with this Authority [which would include the involvement of local Members]; and to discourage vehicle movements during hours of peak school traffic (7.45 – 8.45am and 3.15 – 4.15pm).
5. Following the granting of permission, one of the buildings burnt down. Application reference **S/1967/06/F**, which sought to erect a replacement building on the site of Building C, was withdrawn. Officers had intended to refuse the application due to the proposed additional footprint/volume, to the extent of the proposed fenestration, and to the apparent increase in the number of farm workers that would be accommodated on the site.
6. **S/0012/07/F** – Revised application for a replacement building on the site of Building C approved at Committee in March 2007 subject to the same conditions and legal agreement as the original consent.

Planning Policy

7. The site lies within the Green Belt and countryside. **Policy P1/2** of the Cambridgeshire and Peterborough Structure Plan 2003 states that development will be restricted in the countryside unless proposals can be demonstrated to be essential in a particular rural location.
8. **Policy P1/3** of the Structure Plan requires a high standard of design and sustainability for all new development which minimises the need to travel and reduces car dependency.
9. **Policy P9/2a** of the Structure Plan restricts development in the Green Belt to that required for agriculture and forestry, outdoor sport, cemeteries or other uses appropriate to a rural area.
10. **Policy P2/6** of the Structure Plan encourages sensitive small - scale employment development in rural areas where it contributes to, amongst others, enabling the re-use of existing buildings.
11. **Policy GB/1** of the Local Development Framework 2007 states that there is a presumption against inappropriate development in the Green Belt, as defined within Section 3 of PPG2: Green Belts. Development is defined as inappropriate unless it

comprises (in part) the re-use of buildings provided that (a) the development does not result in a materially greater impact on the openness and purpose of the Green Belt; (b) strict control is exercised over any proposed extensions and associated uses of surrounding land; (c) the buildings are of permanent and substantial construction; and (d) the form, bulk and general design of the buildings are in keeping with their surroundings.

12. Local Development Framework **Policy DP/3** states that permission will not be granted for proposals that would have an unacceptable adverse impact on (amongst other issues): residential amenity, from traffic generated, on village character, on the countryside or from undue environmental disturbance.
13. **Policy ET/7** of the 2007 Local Development Framework states that the change of use of buildings in the countryside for employment use will be permitted providing:
 - a) The buildings are structurally sound;
 - b) The buildings are not makeshift in nature and are of permanent, substantial construction;
 - c) The buildings are capable of re-use without materially changing their existing character or impact upon the surrounding countryside; and
 - d) The form, bulk and general design of the buildings are in keeping with their surroundings.

Incidental uses such as car parking and storage should be accommodated within the group of buildings. In addition, employment generated must be in scale with the rural location, with developments resulting in significant numbers of employees or visitors only located near to larger settlements or accessible by public transport, cycling or walking.

Consultations

14. **Sawston Parish Council** objects to the application for the following reasons:
 - a) Change of use from agricultural use;
 - b) Access problems when road reverts to original size when gravel extraction stops;
 - c) Green Belt site;
 - d) Would open the floodgates for setting up of small industrial site.
15. **Stapleford Parish Council** raises no objections.
16. The comments of **Great Shelford Parish Council** will be reported verbally at the Committee meeting.
17. The comments of the **Environmental Health Officer** will be reported verbally at the Committee meeting.
18. The comments of the **Local Highways Authority** will be reported verbally at the Committee meeting.
19. **The Cambridgeshire Fire and Rescue Service** requests that adequate provision be made for fire hydrants, by way of a Section 106 agreement or planning condition.
20. **The County Council Countryside Services Team** raises no objections providing the footpath that runs through Dernford Farm remains open and unobstructed at all

times; that the applicant ensures they have lawful authority to use the footpath for vehicular access to the site; and that the surface of the footpath is not altered without the consent of the County Council.

21. **The Ramblers Association** states that the application does not acknowledge the existence of the public footpath that crosses Dernford Farm. There seem to have been various changes to the footpath in and around Dernford Farm and this would be a good opportunity to review their route, signage etc. No specific objections are raised to the proposal providing the footpath is not obstructed during construction, that the surface of the path is not disturbed by increased traffic to the site, and that any signage is not obscured or damaged.

Representations

22. Letter of objection received from the occupiers of the adjacent dwelling, Dernford House. Concern is expressed about new gates that have been installed at the entrance to the courtyard within which Building D is located. These are over 2 metres high and are not in keeping with farm style gates. Should the fork lift truck training centre be given permission, stipulations such as it being just 1 truck and no more than 8 vehicles should be adhered to.

Planning Comments – Key Issues

23. The key issues to consider in the determination of this application relate to:
- a) Whether this is appropriate development in the Green Belt and, if not, whether there are any very special circumstances to justify the proposal;
 - b) Impact on the character of the area and upon the openness of the Green Belt;
 - c) Residential amenity;
 - d) Highway safety;
 - e) Effect on the public footpath.
24. The principle of providing an alternative use for Building D has previously been established in the granting of application reference S/0771/04/F. The change of use of the building is appropriate development in the Green Belt in principle. Conditions of that consent restricted the occupation of the hostel accommodation for use by agricultural workers only and also restricted the use of Building D to offices only, in order to protect the amenities of occupiers of the adjacent dwelling. There were no conditions specifically linking the use of the offices to the hostel accommodation and the use of the building for alternative purposes would not compromise any conditions of the original planning consent for the conversion of the buildings at Dernford Farm. I do not therefore have any objections, in principle, to the creation of a separate unrelated use providing the scale of the use is such that it would not give rise to neighbour amenity or highway safety concerns, and providing the use can be accommodated in a way that would not harm the openness of the Green Belt.

Impact on the character of the area

25. The only physical changes proposed to the building are 2 rooflights in the north elevation, which would provide light to the classroom and reception area. Providing these are appropriately designed (eg – conservation style rooflights), I am satisfied that they would not harm the character of the building or increase its impact upon its surroundings. The barn sits within an enclosed courtyard area and I consider that ancillary uses such as car parking can be accommodated within this courtyard, thereby minimising the visual impact of the proposed use and its impact on the

openness of the Green Belt. The proposal therefore complies with Policies P1/2, P2/6 and P9/2a of the Structure Plan and GB/1 and ET/7 of the Local Development Framework.

26. The occupiers of the adjoining property, Dernford House, have raised concerns about a pair of gates that have been inserted at the entrance to the courtyard. These gates are unauthorised and I have recently written to the applicant's agent requesting that they be removed and replaced with a more appropriate form of boundary enclosure, details of which could be secured by way of condition.

Residential amenity

27. I am awaiting the comments of the Environmental Health Officer in respect of the impact of the proposed use upon the amenities of residents of the adjacent dwelling to the west. The building has an extant consent for office use. According to the information set out within the application form and accompanying statement - there would only be up to 3 people working on the site (2 full time and 1 part time) and 4 operatives being trained there at any one time. The use would also only operate between the hours of 8am and 6pm on weekdays and there would be no weekend or Bank Holiday working. In my opinion, the proposed use would be extremely low key in nature and, providing conditions are attached to any consent restricting the number of employees/trainees using the site at any one time, together with the hours of operation, to those specified within the application, the impact of the use appears to be acceptable in residential amenity terms.

28. A fork lift truck training centre would fall within a D1 use class. As well as non-residential education and training centres, this use class also encompasses (amongst other things) health centres, crèches, public halls and libraries. These uses clearly have the potential to generate a significantly greater level of activity and traffic movements than specified within the application. It would therefore be essential to restrict the use to that specified within the application, thereby ensuring the premises cannot be converted to an alternative D1 use without planning permission.

Highway safety

29. I am presently awaiting the comments of the Local Highways Authority in respect of the highway safety implications of the proposal. The application proposes to use the existing narrow access rather than the wider access created to serve the adjacent quarry site and the LHA's comments will therefore be based on this assumption.

Effect on public footpath

30. A public footpath crosses through the Dernford Farm site. No specific objections have been raised by either the County Council or the Ramblers Association to the proposal providing appropriate informatives are added to any consent.

Recommendation

31. Providing no objections are raised by the Local Highways Authority or the Environmental Health Officer, approval:

Conditions

1. Standard Condition A – Time limited permission (Reason A);

2. The use, hereby permitted, shall not commence until details of the rooflights have been submitted to and approved in writing by the Local Planning Authority; the development shall be carried out in accordance with the approved details.
(Reason – To ensure the rooflights would not detract from the rural character of the building)
3. Notwithstanding the provisions of Article 3 and Schedule 2 of the Town and Country Planning General (Permitted) Development Order 1995 (or any order revoking and re-enacting that order), the premises shall not be used other than as a fork lift truck training centre only and for no other purpose (including any other purposes in Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that order).
(Reason – In order to minimise traffic generation, to protect the amenities of occupiers of the adjacent dwelling and to maintain the rural character of the area)
4. The number of employees working on the application site at any one time shall not exceed 3 and the number of operatives trained on the site at any one time shall not exceed 4.
(Reason – To ensure that the scale of the use does not generate a volume of traffic movements or activity that would result in highway safety problems or cause disturbance to residents of the adjoining dwelling)
5. The use, hereby permitted, shall not be carried out on the premises before 8am on weekdays nor after 6pm on weekdays (nor at any time on Saturdays, Sundays or Bank Holidays), unless otherwise previously agreed in writing with the Local Planning Authority in accordance with any agreed noise restrictions.
(Reason – To minimise noise disturbance to adjoining residents)
6. Sc60 – Details of boundary treatment (Rc60);
7. Other than the rooflights shown within drawing number 07/1190:003, no windows, doors or openings of any kind shall be inserted in the building, hereby permitted, including in the roofspace, unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf (Reason – To ensure that openings that would not otherwise require permission are not added to the building with consequent harm to its appearance and impact upon the countryside and Green Belt)
8. Prior to commencement of any development, a scheme for the provision and implementation of foul water drainage shall be submitted to and agreed in writing by the Local Planning Authority. The works/scheme shall be constructed and completed in accordance with the approved plans/specification at such time(s) as may be specified in the approved scheme.
(Reason - To prevent the increased risk of pollution to the water environment.)
8. Prior to commencement of any development, a scheme for the provision and implementation of surface water drainage shall be submitted to and agreed in writing by the Local Planning Authority. The works/scheme shall be constructed and completed in accordance with the approved plans/specification at such time(s) as may be specified in the approved scheme.
(Reason - To ensure a satisfactorily method of surface water drainage.)

Reasons for Approval

1. The approved development is considered generally to accord with the Development Plan and particularly the following policies:
 - **Cambridgeshire and Peterborough Structure Plan 2003:** P1/2 (Environmental Restrictions on Development), P1/3 (Sustainable Design in Built Development), P9/2a (Green Belts) and P2/6 (Rural Economy)
 - **Local Development Framework 2007:** GB/1 (Development in the Green Belt), DP/3 (Development Criteria) and ET/7 (Conversion of Rural Buildings for Employment)
2. The proposal conditionally approved is not considered to be significantly detrimental to the following material planning considerations which have been raised during the consultation exercise:
 - Residential amenity

General

1. The development must not encroach onto the footpath, any encroachment would constitute an obstruction, which is an offence under s.137 of the Highways Act 1980. If advice is required on where the boundaries of the right of way are, the Definitive Map Officer at Cambridgeshire County Council should be contacted for assistance;
2. The public footpath must remain open and unobstructed at all times. Building materials must not be stored on it, and contractors' vehicles must not be parked on it;
3. The surface of the footpath must not be altered without the consent of the County Council Countryside Services Team (it is an offence under s1 of the Criminal Damage Act 1971 to damage the surface of a public footpath);
4. The footpath must not be used for vehicular access to the site unless the applicant is sure that they have lawful authority to do so (it is an offence under s.34 of the Road Traffic Act to drive on a public footpath);
5. The County Council as Highway Authority is only responsible for maintenance of the surface up to footpath standard, for the purpose of legitimate use by members of the public in relation to that status; damage to the surface caused by non-public footpath use is repairable by those private users.

Background Papers: the following background papers were used in the preparation of this report: Cambridgeshire and Peterborough Structure Plan 2003; Local Development Framework 2007; Planning application references S/0771/04/F, S/1967/06/F, S/0012/07/F and S/1203/07/F.

Contact Officer: Lorraine Casey – Senior Planning Assistant
Telephone: (01954) 713251

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee5th September 2007**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

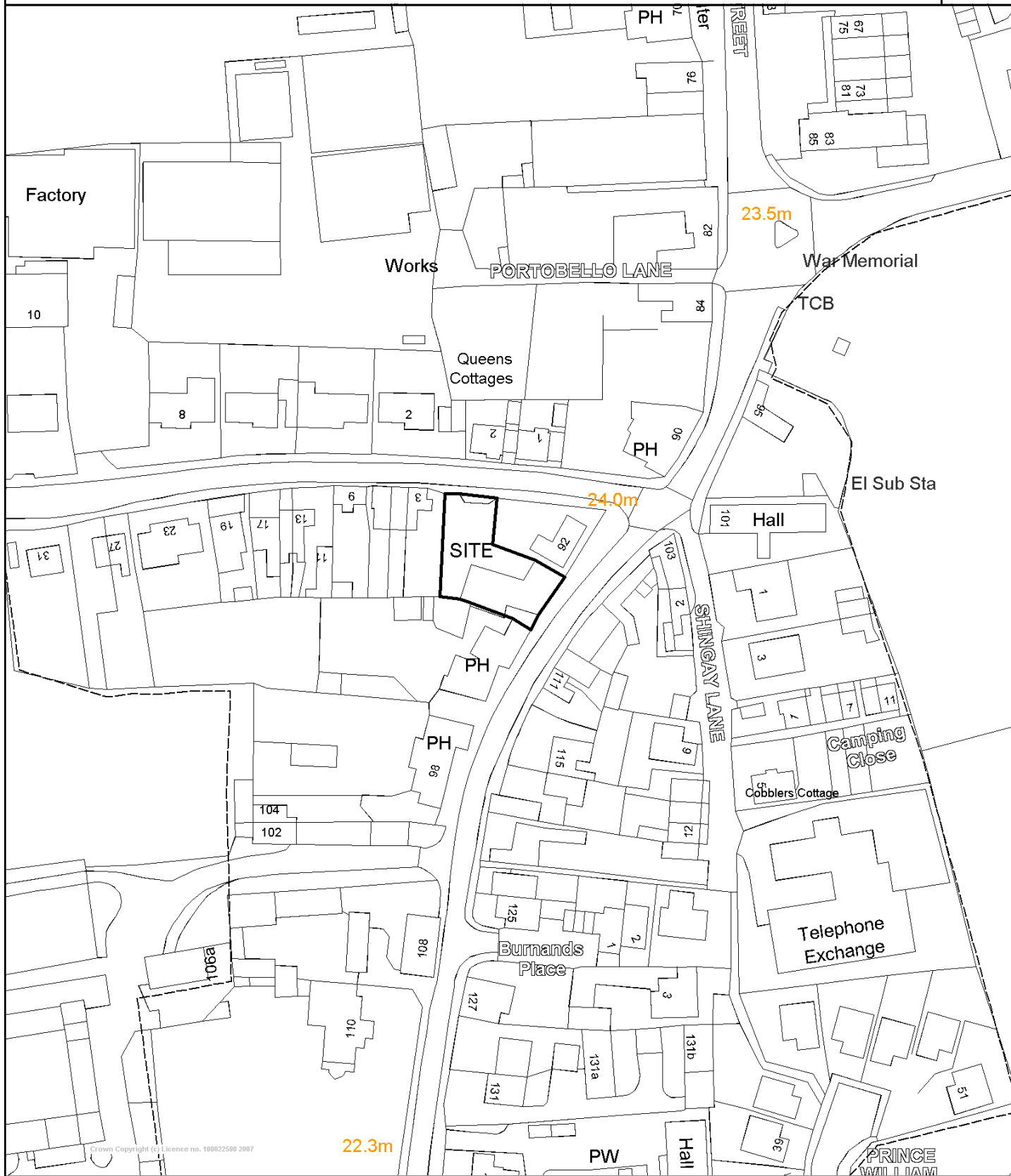
S/1408/07/F – SAWSTON**Change of Use from Beauty Therapy School to 5 Dwellings at 94 High Street for Mr & Mrs Keyte****Recommendation: Approval****Date for Determination: 12th September 2007****Conservation Area****Notes:**

This Application has been reported to the Planning Committee for determination because the recommendation is contrary to the response of the Parish Council

Site and Proposal

1. No.94 High Street is a two storey L-shaped white painted render and pantile building located on the west side of the High Street, just to the south of its junction with Common Lane. The property is used as a beauty therapy training school and salon. Immediately to the north is a detached dwelling occupied by the owners of the therapy school whilst, to the south, is the White Lion public house, a Grade II listed building. Vehicular access to the site, as well as to the adjacent dwelling at No.92, is via Common Lane, with parking for both properties provided to the rear/ west side of the existing buildings.
2. The full planning application, submitted on 18th July 2007, seeks to change the use of the building to form 5 two-storey dwellings, comprising 4 x 1-bedroom houses and 1 x 2-bedroom dwelling. The High Street façade would remain unaltered (save for the removal of the existing canopy), but the fenestration to the rear elevation would be altered and conservation style rooflights inserted in the south facing roof slope. The proposal seeks to add three small porches to the rear elevation as well as to construct a timber and pantile outbuilding within the rear courtyard area to be used for bicycle and bin storage. The parking layout would remain as existing resulting in the provision of 7 spaces for the proposed dwellings and 4 spaces for the house at No.92 High Street. The existing vehicular access to Common Lane would be widened by the removal of existing piers. The density of the development equates to approximately 80 dwellings/hectare.
3. The statement accompanying the application explains that further planned expansion means that the premises are no longer suitable for the business. The initial application did not include any additional information relating to the attempts made to market the property. Information has since been submitted by the applicant confirming that the premises have been marketed as a beauty salon and therapy school with Redwoods Dowling Kerr and with Daltons Weekly since May 2006.

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Although details of the property have been forwarded to a number of interested parties, this has not resulted in any positive offers.

Planning History

4. **S/1644/82/F** – Application for change of use to florists shop, beauty salon and beauty school approved.
5. **S/1437/86/F** – Application for extension to beauty salon and beautician training school approved.

Planning Policy

6. 2003 Structure Plan **Policy P1/3** requires a high standard of design and sustainability for all new development which minimises the need to travel and reduces car dependency.
7. **Policy P7/6** of the Cambridgeshire and Peterborough Structure Plan 2003 requires development to protect and enhance the quality and distinctiveness of the historic built environment.
8. Sawston is identified within **Policy ST/4** of the South Cambridgeshire Local Development Framework Core Strategy as a Rural Centre. This policy states that development and redevelopment without any limit on individual scheme size will be permitted within the village framework providing adequate services, facilities and infrastructure are available or can be made available as a result of the development.
9. **Policy DP/2** of the 2007 Local Development Framework requires all new development to be of high quality design, whilst **Policy DP/3** states that permission will not be granted for proposals that would have an unacceptable adverse impact on (amongst other issues): residential amenity, from traffic generated, on village character, or from undue environmental disturbance.
10. **Policy HG/1** requires residential developments within sustainable locations to achieve an average net density of at least 40 dwellings per hectare. **Policy HG/2** states that, in developments of up to 10 dwellings, market properties should provide at least 40% of homes with 1 or 2 bedrooms, approximately 25% of homes with 3 bedrooms and around 25% of homes with 4+ bedrooms. **Policy HG/3** states that affordable housing to meet local needs should be provided at a rate of 40% or more of the dwellings for which permission may be given on all sites of two or more dwellings.
11. **Policy TR/1** of the 2007 Local Development Framework seeks to promote more sustainable transport choices by, amongst other things, restricting car parking to a maximum of 1.5 spaces per dwelling.
12. Local Development Framework **Policy ET/6** states that the conversion, change of use or redevelopment of existing employment sites to non-employment uses within village frameworks should be resisted unless one of the following criteria is met:
 - a. It is demonstrated that the site is inappropriate for any employment use to continue having regard to market demand. Applications will need to be accompanied by documentary evidence that the site is not suitable or capable of being made suitable for continued employment use. Evidence would be required that the property has been adequately marketed for a period of not less than 12 months on terms that reflect the lawful use and condition of the premises; or

- b. The overall benefit to the community of the proposal outweighs any adverse effect on employment opportunities and the range of available employment land and premises; or
 - c. The existing use is generating environmental problems such as noise, pollution, or unacceptable levels of traffic and any alternative employment use would continue to generate similar environmental problems.
13. Local Development Framework **Policy CH/4** states that permission will not be granted for development that would adversely affect the curtilage or wider setting of a Listed Building. **Policy CH/5** states that development proposals in Conservation Areas will be determined in accordance with PPG15

Consultations

14. **Sawston Parish Council** objects to the application, stating:
- a. "Overdevelopment of the site
 - b. Problems already occur within the site regarding parking. Cars are already parking in the pub car park next door without permission. The spaces (1 per unit) allocated will not be enough
 - c. This site is at one of the most dangerous areas within Sawston High Street and this development will cause traffic problems."
15. The comments of the **Conservation Manager** will be reported verbally at the Committee meeting.
16. The comments of the **Local Highways Authority** will be reported verbally at the Committee meeting.
17. The comments of the **Housing Development Manager** will be reported verbally at the Committee meeting.

Representations

18. No letters have been received to date. The consultation period expires on 31st August 2007 and any representations received will be reported verbally at the Committee meeting.

Planning Comments – Key Issues

19. The key issues to consider in the determination of this application are:
- a. Loss of employment/principle of converting the building to residential use, including affordable housing.
 - b. Highway safety and parking issues;
 - c. Impact upon the character of the Conservation Area and upon the setting of adjacent Listed Buildings;
 - d. Residential amenity;

Loss of Employment Use/Principle of Residential Use including affordable housing

20. This application has been accompanied by information demonstrating that the property has been marketed with two agencies as a commercial concern for a minimum 12-month period. Although there have been many requests for copies of details, this has not resulted in any firm offers. The applicants advised me during my site visit that some interest had been expressed through a personal contact (a Japanese beauty school) but, again, this interest was not pursued as the premises did not meet their requirements.
21. I am satisfied that the property has been adequately marketed for the required period on terms that reflect its lawful use. As such, I have no objections in principle to the conversion of the building to form residential accommodation.
22. Sawston is classified as a Rural Centre, where the principal of residential development (with no limit on maximum scheme size) is acceptable. The proposal seeks to provide 5 small units (1 and 2 bed) at a density of approximately 80 dwellings/hectare, thereby complying with the requirements of Policies HG/1 and HG/2 of the 2007 Local Development Framework.
23. With regards to Policy HG/3 of the Local Development Framework, the Housing Development Manager has been consulted in respect of the issue of affordable housing and requested to advise whether the proposed mix/layouts would satisfy identified needs and comply with a Registered Social Landlord's requirements. These comments will be reported verbally to Members at the meeting. The Housing Needs Survey for Sawston identifies a need for 1 and 2-bedroom affordable units and the applicants have confirmed in writing that they would be willing to enter into a Section 106 Agreement to ensure that 40% of the properties (ie – 2 dwellings) would be affordable units of accommodation, in accordance with the requirements of Policy HG/3. A planning condition can require the submission and implementation of such a scheme.

Highway Safety/Parking Issues

24. The Parish Council has raised concerns on parking and highway safety grounds. It considers the provision of 1 space per dwelling is not enough and that the development will result in traffic problems given the location of the site near to the dangerous High Street/Common Lane junction.
25. The application proposes to provide 7 off-street parking spaces for the 5 dwellings. This represents a ratio of 1 resident space + 0.25 visitor spaces per unit. 4 spaces would be retained for the dwelling at No.92 High Street, thereby resulting in the provision of a total of 11 spaces for 6 properties. This is in excess of the maximum average of 1.75 spaces per dwelling required by Policy TR/1 of the Local Development Framework.
26. There are double yellow lines within Common Lane across and adjacent to the vehicular access to the site, the centrepiece of which is approximately 36 metres away from the Common Lane/High Street junction. The proposed development appears to represent a far less intensive use of the site than the existing beauty therapy salon and training school. I am presently awaiting comments from the Local Highways Authority as to whether the highway safety implications of the proposal are acceptable.

Visual Impact

27. The application has been submitted following pre-application discussions with planning and conservation officers. I have not yet received the formal response from the Conservation Manager but, in pre-application discussions, no specific concerns were raised to the impact of the development upon the character and appearance of the Conservation Area or upon the setting of adjacent Listed Buildings.

Residential Amenity

28. I am satisfied that the building can be converted to residential use without resulting in undue harm to the amenities of adjoining residents. There are two existing first floor openings within the west elevation of the building. The plans indicate that these openings would be removed. Should they be retained, I consider a condition should be attached to any permission requiring these openings to be fixed and fitted/permanently maintained with obscured glass, in order to protect the amenities of occupiers of the adjacent property to the west, No.3 Common Lane. A further condition should also remove permitted development rights for the insertion of any further first floor windows in this elevation.

Recommendation

29. Subject to no objections being received from the Conservation Manager and Local Highways Authority and to support from the Housing Development Manager to the provision of two affordable units of accommodation on the site, approval:

Conditions

1. Standard Condition A (Reason - A.)
2. No development shall commence until a scheme for the provision of affordable housing as part of the development has been submitted to and approved in writing by the Local Planning Authority. The affordable housing shall be provided in accordance with the approved scheme. The scheme shall include:
 - i) the numbers, type and location of the affordable housing provision to be made;
 - ii) The timing of the construction of the affordable housing;
 - iii) The arrangements to ensure that such provision is affordable for both initial and subsequent occupiers of the affordable housing; and
 - iv) The occupancy criteria to be used for determining the identity of prospective and successive occupiers of the affordable housing, and the means by which such occupancy shall be enforced.(Reason - To ensure the provision of two affordable houses to comply with the requirements of policy HG/3 of the Local Development Framework 2007.)
3. No development shall commence until samples of materials to be used for the external walls and roofs of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority; the development shall be carried out in accordance with the approved details.
(Reason – To ensure that the development does not detract from the character and appearance of the Conservation Area and from the setting of adjacent Listed Buildings.)

4. No development shall commence until details of the following have been submitted to and approved in writing by the Local Planning Authority; the development shall be carried out in accordance with the approved details:
 - (a) All new joinery
 - (b) Boundary treatments;
 - (c) Hardsurfacing.(Reason – To ensure that the development does not detract from the character and appearance of the Conservation Area and from the setting of adjacent Listed Buildings.)
5. No further windows, doors or openings of any kind shall be inserted at first floor level in the west elevation of the building unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf (Reason – To prevent overlooking of the adjacent property to the west, No.3 Common Lane.)
6. Should the existing first floor windows in the west elevation of the building be retained, they shall be fixed and fitted and permanently maintained with obscured glass.
(Reason – To prevent overlooking of the adjacent property to the west, No.3 Common Lane.)
7. The permanent space to be reserved on the site for parking shall be provided in accordance with the layout shown within drawing number SK.200.1 before the occupation of the dwellings, hereby permitted, and thereafter maintained (Reason – In the interests of highway safety.)

Informatives

Reasons for Approval

1. The development is considered generally to accord with the Development Plan and particularly the following policies:
 - **Cambridgeshire and Peterborough Structure Plan 2003:**
 - P1/3** (Sustainable Design in Built Development)
 - P7/6** (Historic Built Environment)
 - **South Cambridgeshire Local Development Framework 2007:**
 - ST/4** (Rural Centres)
 - DP/2** (Design of New Development)
 - DP/3** (Development Criteria)
 - HG/1** (Housing Density)
 - HG/2** (Housing Mix)
 - HG/3** (Affordable Housing)
 - TR/1** (Planning for more Sustainable Travel)
 - ET/6** (Loss of Rural Employment to Non-Employment Uses)
 - CH/4** (Development Within the Curtilage or Setting of a Listed Building)
 - CH/5** (Conservation Areas)
2. The proposal is not considered to be significantly detrimental to the following material planning considerations which have been raised during the consultation exercise:
 - Parking and highway safety.

Background Papers: the following background papers were used in the preparation of this report:

- South Cambridgeshire Local Development Framework 2007
- Cambridgeshire and Peterborough Structure Plan 2003
- Application References: S/1408/07/F, S/1437/86/F and S/1644/82/F.

Contact Officer: Lorraine Casey – Senior Planning Assistant
Telephone: (01954) 713251

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee 5th September 2007

AUTHOR/S: Executive Director / Corporate Manager - Planning and Sustainable Communities

S/6432/07/RM - Cambourne

Erection of House and Garage at GC29, Plot 1, New Hall Lane - for Bovis Homes Ltd

Recommendation: Approval

Date for Determination: 18th September 2007

Notes:

This Application has been reported to the Planning Committee for determination because Cambourne Parish Council recommends refusal.

Site and Proposal

1. Plot 1, Area GC29, New Hall Lane, Great Cambourne, erection of a house and garage.

Planning History

2. **S/1371/92/O** Cambourne outline permission
S/6190/03/RM 62 dwellings GC29 – approved
S/6306/05/RM 2 dwellings on Plot 1 - refused

Planning Policy

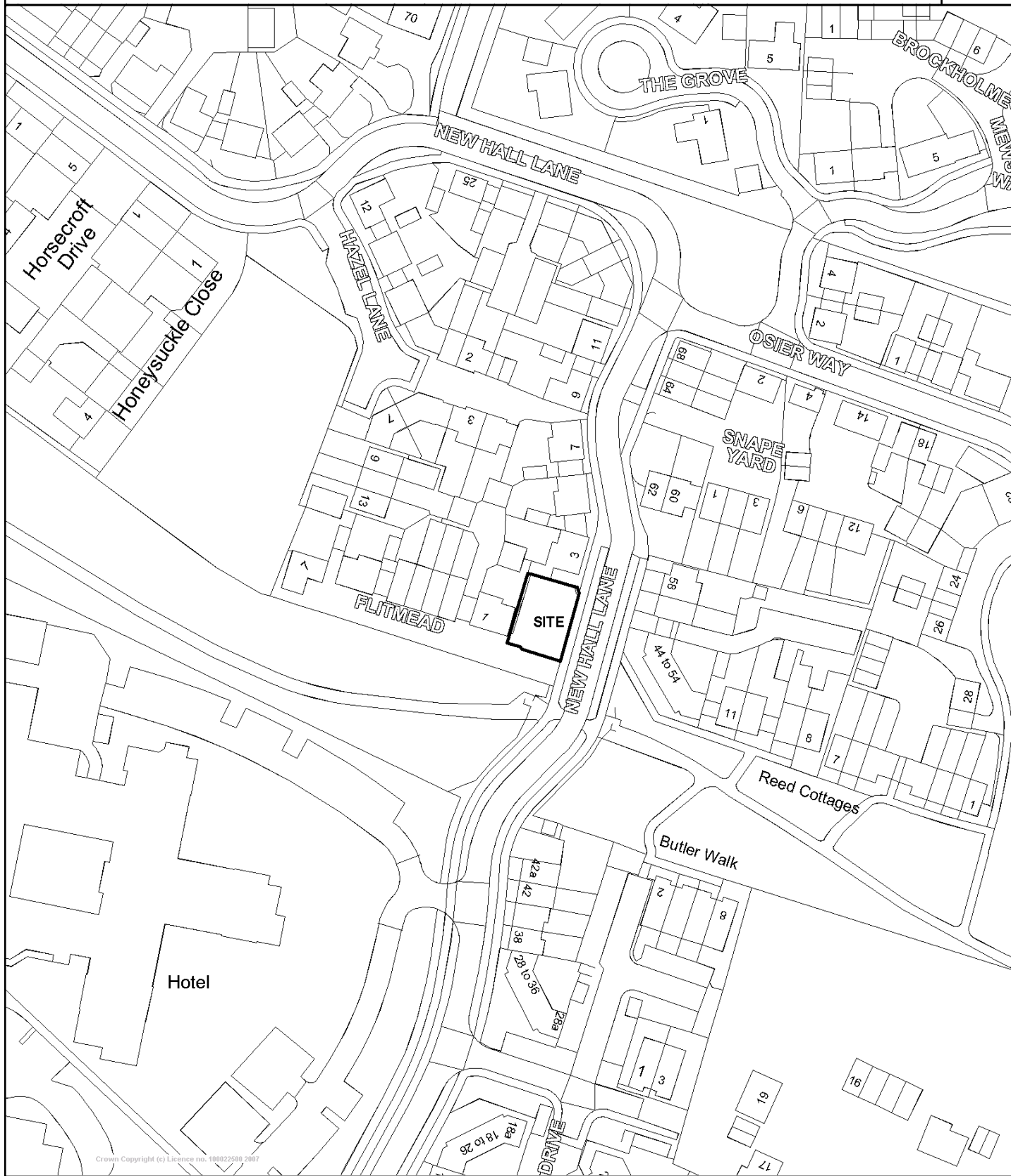
3. **Cambridgeshire and Peterborough Structure Plan 2003:**
P1/3 (Sustainable design in built development)
South Cambridgeshire Local Development Framework (LDF) Core Strategy, adopted January 2007
South Cambridgeshire Local Plan 2004 saved policies Cambourne 2 and SE7 (Master Plan and Design Guide)
Local Development Framework Development Control Policies DPD 2007
DP/2 (Design of New Development)
DP/3 (Development Criteria)
TR/1 (Travel)

Cambourne Design Guide 1995 incorporating the Briefing Plan for parcels GC28-31

Consultation

4. **Cambourne Parish Council** recommend that the application be refused as it is of inappropriate design as it formed a focal point when entering New Hall Lane. The Parish Council do not object to the construction of a dwelling on the plot as long as it is of appropriate design.

S-6432-07-RM



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5. **County Highway Engineer** - No comment

Representations

6. One objection to the length of the garage and store, and its proximity to the adjacent garden, which already has an enclosed, north-facing character. Also concern that the design of the house would be different in style and materials from those in the vicinity.

Planning Comments – Key Issues

The site and its setting

7. The site is a prominent corner plot at the junction of Flitmead, a side street with houses facing the Fen Greenway, and New Hall Lane, the main access to this residential part of Great Cambourne (GC29) as approached from Back Lane. The site is visible in the view from the “Morrison’s” roundabout past the Cambridge Belfry Hotel. The development on the east side of New Hall Lane is a three-storey block of flats with a central render and glass elevation with twin gables facing southwest over the lane and greenway, and two “wings” with balconies facing south and west. The southwest façade forms a focal point in the view east along the greenway. 25 metres further north along New Hall Lane the road bends to the west so that a pair of rendered three-storey houses (numbers 60 and 62) form the vista stop. They are of a distinctive rendered finish with full height first floor windows with “juliet” balconies, paired glass panel doors, and a fully hipped roof with central chimney.

Background

8. Because of the prominence of the plot, the design of dwelling included in the original proposal for GC29, in application S/6190/03/RM, was not found to comply with the Briefing Plan which shows this location for “feature ‘Gate house’ type units” to the east and west of New Hall Lane facing the greenway. Condition 1 excluded the site from the overall approval for GC29 because the design did not propose a “focal building”.
9. The refused application S/6306/05/RM sought to address the issue of focus by proposing a larger building with cedar cladding features to reflect the block of flats on the east side of the entrance to this area. The proposal comprised two semi-detached dwellings on three floors with a large asymmetrical roof, part hipped, part gabled. The application was refused because the size of the site is insufficient to accommodate that size, height (12 metres) and bulk of building, the provision of private outdoor space was insufficient to accommodate family activity and to provide a pleasant outlook from the accommodation, and insufficient car parking could be provided for two houses.

Proposed development

10. The current application as amended is for a single six-bedroom house on three floors, and a single garage to the west with space for a small garden shed to the rear. The main aspect would face the greenway, with a central rendered gable feature and two gabled dormers either side serving the rooms in the roof. The central doorway is styled to reflect the vertical emphasis and glass panels at 60 & 62. The east façade, facing New Hall Lane, would have ground floor dining room and sitting room windows to face the street, and at first floor and second floor central windows to enliven the elevation.

Considerations

11. The main issues in this instance are compliance with the Design Guide and Briefing Plan, impact on the street scene, impact on adjacent properties, and the adequacy of the site to accommodate the dwelling, outdoor space and parking.
12. The circumstances in this area have altered significantly since the Cambourne Design Guide was produced in 1995, as the parcels, link roads, and open spaces have all changed from the “indicative layout” at page 37. The 2003 Briefing Plan was therefore based only on its general principles. Thereafter, the permission granted in 2003 for the small parcel CR04 to the east of New Hall Lane established a style and scale of building which does not lend itself to a matching pair of buildings which could be described as “feature gate house types”. The exclusion of plot 1 from the GC29 permission sought a “focal building”. It is now considered that the street scene focus, as built, is on the striking pair of houses at 60 & 62, whereas the distinctive character of the greenway frontage is established somewhat differently on the east and west sides by the subsequent developments. The house now applied for would create a transition between the conventional styles in Flitmead to the west and the more contemporary style of the flats to the east, by matching the proportions of the rendered gable feature of the latter, and integrating it with a house type similar to the central units in Flitmead. The relatively bland east elevation to New Hall Lane would not be detrimental to the street scene because of the visual focus and relatively complicated frontages further north and east. It is thus considered that adherence to the indications in the Design Guide and Briefing Plan is neither possible nor desirable, but that, insofar as the proposal complies with their principles and those of Policy DP/2 (1a and c being the most relevant) and DP/3 of the Local Development Framework Development Control Policies, it can be recommended for approval.
13. The house to the north, 3 New Hall Lane, has an attached garage and hardstanding adjacent to the application site, and has a blank south gable. It would thus be affected only by the introduction of activity and the slightly greater enclosure round the perimeter of this block of housing. The house to the west, 1 Flitmead, also has a blank gable to the site. The house is set marginally further north than the proposed house, and has access on its west side to a rear parking court. Two garages abut the rear boundary of the north-facing garden, which would thus have been rather more enclosed by the originally proposed gable end of the garage which was to have had a store to the rear. The proposal has now been amended to address the neighbour’s concerns so that the garage roof ridge would run north-south so that it would have eaves at 2.3 metres only marginally above fence height with the roof pitching away from the boundary to maximum height 3.7 metres. It is considered that the impact would be acceptable with regard to light and not overbearing, so the proposal complies with Policy DP/3 2j of the Local Development Framework Development Control Policies
14. The parking provision of two spaces (garage and hardstanding) complies with the maximum standard set in Policy TR/2 of the Local Development Framework Development Control Policies DPD 2007. The rear garden at 100square metres would be adequate for family use commensurate with the size of house, and would be separated from the street by a 1.8 metre brick wall of Great Cambourne approved standard detail to tie in with the surrounding development. Access to the garden has been provided by detaching the garage from the house and reducing its overall length. It is therefore considered that the proposal would be acceptable with regard to adequacy of the site, so the proposal complies with Policy DP/3 1c. and e. of the Local Development Framework Development Control Policies.

Recommendation

15. Approve as amended by plans dated 20th August 2007 reserved matters of siting, design, external appearance, means of access and landscaping.

Conditions

16. It appears to the Council in respect of this proposal that the following conditions of outline planning permission S/1371/92/O continue to apply, and the applicant's attention is drawn to these and all conditions of that permission:

Condition 6 (iv) and (vi) – implementation of landscaping.
Condition 7 (b) – time limit for commencement.
Condition 19 – noise protection scheme with 100m of occupied properties
Condition 37 – concealment of cables, meter boxes, etc

Informatives

Reasons for Approval

1. The development is considered generally to accord with the Development Plan and particularly the following policies:
- **South Cambridgeshire Local Development Framework (LDF) Core Strategy**, adopted January 2007
 - **Cambridgeshire and Peterborough Structure Plan 2003:**
P1/3 (Sustainable Design in Built Development)
P7/6 (Historic Built Environment)
 - **South Cambridgeshire Local Plan 2004 saved policies Cambourne 2 and SE7** (Master Plan and Design Guide)
 - **Local Development Framework Development Control Policies DPD 2007**
DP/2 (Design of New Development)
DP/3 (Development Criteria)
TR/1 (Travel)

Background Papers: the following background papers were used in the preparation of this report:

Cambridgeshire and Peterborough Structure Plan 2003:
South Cambridgeshire Local Development Framework (LDF) Core Strategy, adopted January 2007
Local Development Framework Development Control Policies DPD 2007
South Cambridgeshire Local Plan 2004
Cambourne Design Guide and Masterplan 1995 incorporating the Briefing Plan for parcels GC28-31 planning application references **S/1371/92/O**, **S/6190/03/RM** and **S/6306/05/RM**

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee 5th September 2007
AUTHOR/S: Executive Director / Corporate Manager - Planning and
Sustainable Communities

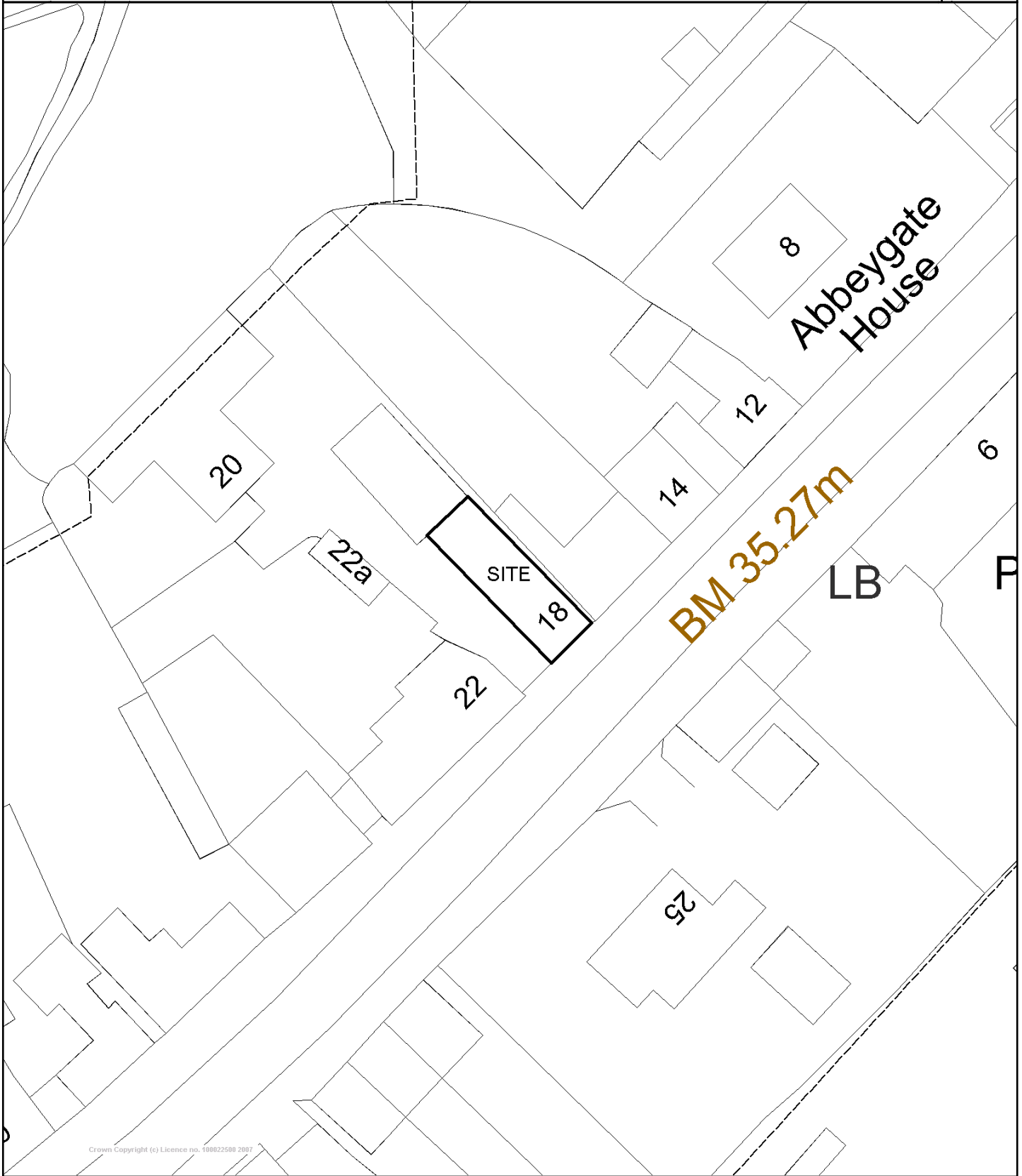
S/1212/07/F – ICKLETON**Change of Use from Office to Residential at 18 Abbey Street for Dalesville Holdings Ltd****S/1211/07/LB – ICKLETON****Internal and External Alterations and Conversion of Offices to Three Bedroomed Dwelling with New External Doors, Recessed Glazed Screen and Plain Tiled Roof with 4 Rooflights. Replacement of Two Storey Outbuilding by New Flint and Brick Wall forming Courtyard Garden with Slate Roofed Single Garage/Workshop****Recommendation: Approval****Date for Determination: 17th August 2007****Conservation Area and Curtilage Listed Building****Notes:**

These applications have been reported to the Planning Committee for determination because the recommendation is contrary to the response of the Parish Council, and at the request of District Councillor, Mr Williams

Site and Proposal

1. 18 Abbey Street is a two storey cream timber boarded and brick/flint vacant office building located on the north-west side of Abbey Street. It historically formed part of the curtilage of the listed building at No.22 Abbey Street, which is a mid C19 or possibly earlier gault brick with red brick house. At the rear/north-west of this building, and included within the application site, is a large dilapidated timber and pantile building/barn that has only ever been used for basic storage purposes. There are residential properties to the north-east and south-west of the site, Nos. 16 and 22 Abbey Street respectively, both of which are Grade II listed buildings. Immediately adjacent to the south-west side of the building is a narrow gravelled driveway that provides vehicular access to the site, to No.22 and to No.20 Abbey Street, a bungalow located to the rear of the site. The property presently has no off-street parking.
2. The full planning application and application for listed building consent, both submitted on 22nd June 2007, seek to change the use of the building from offices to a 3 bedroom dwelling. The front element would be converted to form the new dwelling. The upper level of the barn to the rear would be taken down, whilst the lower level structure of brick and flint walls and a small area of timber framing would be retained and extended to form an enclosed courtyard and a single garage/workshop.
3. The applications have been accompanied by a number of supporting documents:
 - a. A design and access statement;

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- b. A structural report – this concludes that the former office area to the front is capable of conversion to residential use but that the rear, former storage area would require complete reconstruction off new foundations;
- c. Marketing details - these confirm that the site has been vacant since early 2004. It has been marketed as offices since late 2005 and with Tucker Gardner since June 2006. Letters from the marketing agents dated February and November 2006 and January 2007 have been enclosed with the application. These state that a few enquiries have been received and a list of interested parties has been enclosed. However, all interested parties, upon viewing the building, have considered it to be unsuitable due to its layout, position and lack of car parking. In addition, many people have contacted the Local Planning Authority about the possibility of a mixed commercial/residential development but have received negative responses.

Planning History

- 4. **S/0602/98/LDC** – Lawful Development Certificate issued for change of use from antique restoration workshop to electronic workshop.
- 5. **S/1221/93/F** – Application for two dwellings and garages and renovation of workshop with associated car parking refused.
- 6. **S/2131/98/LB** – Application approved for listed building consent for Internal and external alterations including replacement first floor window, removal of internal partitions, create first floor toilets and replacement of corrugated iron roofing material with plastic coated steel.

Planning Policy

- 7. 2003 Structure Plan **Policy P1/3** requires a high standard of design and sustainability for all new development which minimises the need to travel and reduces car dependency.
- 8. **Policy P7/6** of the Cambridgeshire and Peterborough Structure Plan 2003 requires development to protect and enhance the quality and distinctiveness of the historic built environment.
- 9. Ickleton is identified within **Policy ST/7** of the South Cambridgeshire Local Development Framework Core Strategy as an infill village. This policy states that residential development and redevelopment within the village framework will be restricted to no more than two dwellings (or exceptionally up to 8 if it would lead to the sustainable recycling of a brownfield site bringing positive overall benefit to the village).
- 10. Local Development Framework 2007 **Policy DP/3** states that permission will not be granted for proposals that would have an unacceptable adverse impact on (amongst other issues): residential amenity, from traffic generated, on village character, or from undue environmental disturbance.
- 11. **Policy TR/1** of the 2007 Local Development Framework seeks to promote more sustainable transport choices by, amongst other things, restricting car parking to a maximum of 1.5 spaces per dwelling.
- 12. Local Development Framework **Policy ET/6** states that the conversion, change of use or redevelopment of existing employment sites to non-employment uses within village frameworks should be resisted unless one of the following criteria is met:

- a. It is demonstrated that the site is inappropriate for any employment use to continue having regard to market demand. Applications will need to be accompanied by documentary evidence that the site is not suitable or capable of being made suitable for continued employment use. Evidence would be required that the property has been adequately marketed for a period of not less than 12 months on terms that reflect the lawful use and condition of the premises; or
 - b. The overall benefit to the community of the proposal outweighs any adverse effect on employment opportunities and the range of available employment land and premises; or
 - c. The existing use is generating environmental problems such as noise, pollution, or unacceptable levels of traffic and any alternative employment use would continue to generate similar environmental problems.
13. **Policy CH/3** of the 2007 Local Development Framework requires applications affecting listed buildings, including change of use proposals, to be considered against national policy (currently PPG15).
 14. Local Development Framework **Policy CH/4** states that permission will not be granted for development that would adversely affect the curtilage or wider setting of a Listed Building.
 15. **Policy CH/5** of the Local Development Framework states that development proposals in Conservation Areas will be determined in accordance with PPG15

Consultations

16. **Ickleton Parish Council** objects to the applications, stating:

“The Parish Council does not object in principle to the change of use but made the following points:
 - a. The plans for the front of the building, especially the metal railings, are out of keeping for the village.
 - b. Parking has only been allowed for one vehicle to park off street. This particular part of Abbey Street is already congested.”
17. **The Conservation Manager** objected to the originally submitted plans, which proposed the installation of railings on the front elevation and glazed panels in the garage doors. The proposed railings were considered to be an incongruous addition and to detract from the simple character and appearance of the building, whilst the glazed panels were considered to be unnecessary and to also harm its simple appearance. No objections have been raised to the scheme as amended.
18. **The Local Highways Authority** raises no objections stating that the application will not significantly change the number of vehicle movements using the existing access and so no significant adverse effect upon the public highway should result from this proposal. If permission is granted, it is requested that an informative be added to any consent advising that the granting of permission does not constitute a permission or licence to a developer to carry out works within, or disturbance of/interference with, the public highway and that a separate permission must be sought from the Highway Authority for such works.

Representations

19. Letters of objection have been received from the occupiers of Nos. 16 and 20 Abbey Street.
20. The occupiers of No.20 Abbey Street, the bungalow to the rear, fully support the plan to convert the front of the building to residential and to remove the derelict rear section to form a courtyard. However, objections are raised to the plan to build a studio workshop between the existing flint wall and the boundary with No.20. Doors opening onto the driveway would be extremely hazardous and would contravene the covenants contained in the titles to Nos. 18, 20 and 22 Abbey Street which specifically preclude the blocking of the right of way. This space should be reserved for off street parking.
21. The occupiers of No.16 Abbey Street, the dwelling to the north-east, consider that the conversion does not provide adequate parking for a house that provides for up to 4 bedrooms. A single off-road parking space at the back of the property that is not dedicated to this purpose and that has the potential to be converted for use as a studio/workshop is inadequate for a property of this size. No windows should be permitted that would overlook No.16's garden. The rooflights shown are acceptable. Finally, the timber-framed structures that form the back half of the property are not in a good state of repair but are part of the fabric and history of the village and should be retained and repaired.

Representation by District Councillor, Mr Williams

22. District Councillor, Mr Williams, whilst not objecting to the change of use in principle, objects to the application on parking grounds, stating:

“The property as it stands has been used for business purposes. Parking for this has been during the day, and cars have generally parked on the street or in the car park of the village hall. The change of use to a private house brings a different timing and requirements for parking, and the provision in the application is quite insufficient. Also Abbey Street is now chock a block with cars at all times. The new development must have off-road provision for all its own parking. This means 2 cars at absolute minimum, preferably 3. The driveway is shared with Nos 20 and 22 and cannot have any cars parked on it, and the property has no land other than that enclosed by the building footprint. In the plans only the garage is shown as a parking place = 1 car. This is not enough. The house is effectively a 4-bedroom house ..technically the upper floor shows 3 bedrooms but another room called a study is effectively another bedroom (The application shows other study area and studio/workshop etc.). Clearly there should be at least one designated car parking space as well as the garage. This means in the courtyard area - assuming that the proposed design layout is retained. Frankly even then it is not enough...I consider that there ought to be space for 3 cars including the one in the garage. The resident at No 20 (Mr & Mrs Woolhouse) discussed this question with Lorraine Casey as well when she visited. [By the way I know the residents at No 20 well, but I approach this without prejudice. The residents at No 22 are new in the last few months]. The courtyard idea is very nice, but

Representations by the Applicant's Agent

23. The applicant's agent has responded in writing to concerns raised by the Parish Council and by Councillor Williams. In order to clarify the position relating to parking provision, the applicant has commissioned SLR Consultancy to carry out a Transport Assessment. This shows that the proposed change of use would create a far reduced parking demand

and reduced traffic movements than the existing commercial use. Based on the floorspace of the building, the office use may be expected to generate a parking demand of 6 spaces and to generate some 21 traffic movements per day. This is about 3 times as much as the proposed residential unit, which on average may be predicted to generate 7 movements per day. The provision of 1 space would comply with the Local Plan standards.

24. The applicant's agent also states that Councillor Williams' comments appear to suggest that on-street parking during the day is no more available than at other times. In addition, it is pointed out that the site cannot physically accommodate any more than one off-street parking space as the proposed courtyard does not have sufficient turning area either inside or outside.
25. In response to concerns raised by the Parish Council regarding the appearance of the development, the plans have been amended to remove the proposed railings from the front of the building. In addition, the design of the garage doors have been amended to form an up-and-over timber door (rather than outward opening double doors as initially proposed).

Planning Comments – Key Issues

26. The key issues to consider in the determination of this application are:
 - a. Loss of employment/principle of converting the building to residential use;
 - b. Impact upon the character of the area;
 - c. Residential amenity;
 - d. Highway safety/parking.

Loss of Employment Use

27. The application has been accompanied by information demonstrating that the property has been marketed as a commercial concern for a minimum 12 month period. Although there have been many initial enquiries, interest in the property has not been followed up and no firm offer has been made due to the layout and position of the building and/or the lack of off-street parking spaces. The marketing agents also state that many interested parties were referred to this Authority but did not pursue their interest further when speaking to planning officers. I can recall that a number of enquiries were received about the potential of a mixed commercial/residential use of the site and that Officers were generally resistant to any proposal that would intensify the use of the site in light of the lack of off-street parking.
28. I am satisfied that the property has been adequately marketed for the required period and that the information submitted with the application demonstrates that the site is inappropriate for a continuing employment use. As such, I have no objections in principle to the conversion of the building to a single dwelling.

Highway Safety/Parking Issues

29. The principal concern raised by the Parish Council, by District Councillor Williams and by the occupiers of No.16 Abbey Street relates to the fact that the proposal seeks to create a 3 (possibly 4) bedroom dwelling with just one off-street parking space. The provision of just one space for a dwelling of this size is argued to be totally inadequate.

30. Whilst I am very sympathetic to these concerns, the proposal must be compared to the existing situation. At present, the building has a B1 use but has no off-street parking provision. The proposal, in converting the building to a single dwelling, would result in a much less intensive use of the site (in traffic generation and parking demand terms) **and** would improve the existing situation by providing an off-street parking space. In addition, it would not be possible to provide additional parking within the site as the proposed courtyard is not sufficiently large to enable vehicles to turn whilst the shared access is only approximately 4 metres wide so it would be impossible for vehicles to manoeuvre in and out of any additional spaces.
31. The Local Highways Authority has raised no objections to the highway safety implications of the proposal. In light of this lack of concern, the fact that the application represents an improvement to the existing situation and the fact that this Authority's parking standards specify a maximum limit of 1.5 spaces per dwelling, a refusal of the application on insufficient parking/highway safety grounds could not be substantiated. In order to safeguard the use of the proposed garage for parking purposes, I would suggest that a condition be added to any consent requiring this space to be retained for parking.

Visual Impact

32. The Conservation Manager initially raised concerns about metal railings that the application proposed to add to the front elevation of the building as well as to the insertion of glazed panels into the garage doors. The plans have since been amended to remove the railings and glazed panels, thereby overcoming these concerns. The impact of the proposed development upon the character of the building, upon the setting of adjacent listed buildings and upon the character and appearance of the Conservation Area is now considered to be acceptable.

Residential Amenity

33. There are a number of first floor windows in the south-west elevation of the existing building. These overlook the garden area of No.22 Abbey Street but, given that these windows exist at present and that the proposal would not be adding extra windows/making the current situation any worse, I am satisfied that this relationship is an acceptable one.
34. The occupiers of the adjacent property to the north-east, No.16 Abbey Street, consider the application to be acceptable in its current form but express concern about the potential for any new first floor openings to overlook their garden area. The proposal seeks to add rooflights to the north-east facing roof slope. These would be high level and would not therefore introduce an overlooking problem. However, it would be essential as part of any planning permission to remove permitted development rights for the insertion of windows in this elevation in order to prevent future overlooking problems. I would also suggest that such a condition be applicable to the whole building in order to protect the amenities of other adjacent residents as well as the character of the building and the character/appearance of the Conservation Area.
35. The occupiers of No.20 Abbey Street initially raised concerns about obstruction of the access way from the proposed garage doors. This is a civil rather than planning matter. However, in attempt to resolve these concerns, as well as those expressed by the Conservation Manager, the design of the garage doors has been altered from an outward opening pair of doors to an up and over door.

A. **S/1212/07/F - Recommendation**

36. Approval, as amended by drawing numbers 05050-02/A date stamped 10th July 2007 and 05050-03/C and 05050-04/D date stamped 3rd August 2007:

Conditions

1. Standard Condition A (Reason A.)
2. No development shall commence until samples of materials to be used for the external walls and roofs of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority; the development shall be carried out in accordance with the approved details.
(Reason – To ensure that the development does not detract from the character of the existing building, from the setting of adjacent listed buildings, and from the character and appearance of the Conservation Area.)
3. No development shall commence until joinery details have been submitted to and approved in writing by the Local Planning Authority; the development shall be carried out in accordance with the approved details.
(Reason – To ensure that the development does not detract from the character of the existing building, from the setting of adjacent listed buildings, and from the character and appearance of the Conservation Area.)
4. No further windows, doors or openings of any kind shall be inserted in the building, hereby permitted unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf (Reason – To ensure that openings that would not otherwise require permission are not added to the building with consequent harm to the appearance of the development and to the amenities of neighbours.)
5. The permanent space to be reserved on the site for the parking of one vehicle, within the garage hereby permitted, shall be provided before the occupation of the dwelling and thereafter maintained (Reason – In the interests of highway safety.)
6. During the period of construction and demolition no power operated machinery shall be operated on the premises before 08.00 hours on weekdays and 08.00 hours on Saturdays nor after 18.00 hours on weekdays and 13.00 hours on Saturdays (nor at any time on Sundays or Bank Holidays) unless otherwise previously agreed in writing with the Local Planning Authority in accordance with any agreed noise restrictions (Rc26.)

Informatives

Reasons for Approval

1. The development is considered generally to accord with the Development Plan and particularly the following policies:
 - **Cambridgeshire and Peterborough Structure Plan 2003:**
P1/3 (Sustainable Design in Built Development)
P7/6 (Historic Built Environment)

- **South Cambridgeshire Local Development Framework 2007:**
 - ST/7** (Infill Villages)
 - DP/3** (Development Criteria)
 - TR/1** (Planning for more Sustainable Travel)
 - ET/6** (Loss of Rural Employment to Non-Employment Uses)
 - CH/3** (Listed Buildings)
 - CH/4** (Development Within the Curtilage or Setting of a Listed Building)
 - CH/5** (Conservation Areas)

2. The proposal is not considered to be significantly detrimental to the following material planning considerations which have been raised during the consultation exercise:

- Visual impact;
- Parking;
- Residential amenity.

General

1. The granting of planning permission does not constitute a permission or licence to carry out any works within, or disturbance of, or interference with, the public highway. Separate permission must be sought from the Local Highways Authority for such works.

B. S/1211/07/LB - Recommendation

37. Approval, as amended by drawing numbers 05050-03/C and 05050-04/D date stamped 3rd August 2007, subject to the following conditions:

1. The works to which this consent relates shall be started not later than the expiration of three years beginning with the date of this decision notice.
(Reason - To ensure that consideration of any future application for works will not be prejudiced by listed building consents, which have not been acted upon.)
2. The proposed works shall be carried out strictly in accordance with the approved plans and specification of works noted thereon, except where modified by the conditions of this consent.
(Reason - To ensure compliance with the approved plans.)
3. Before work commences, arrangements shall be made by the applicant to enable the Local Planning Authority (normally the Council's Conservation Officer) to meet the owner or agent and the contractor on site to discuss the conditions of this Consent and the manner of works.
(Reason - For the avoidance of doubt and to ensure the proper control of works.)
4. Precise details of the proposed windows, doors and glazed screen to a scale not less than 1:20 shall be submitted for the prior, written approval of the Local Planning Authority.
(Reason - To ensure fenestration appropriate to this listed building.)
5. Before work commences on site, precise details of the following items shall be submitted for the prior, written approval of the Local Planning Authority:
a The position and details of soil vent pipes, mechanical extracts and flues.
(Reason - To ensure detailing appropriate to this listed building.)

6. A sample panel of brick and flintwork shall be constructed on site to enable the Local Planning Authority to agree the brick and flint type, the bond, the joint detail, the mortar mix. (Reason – To ensure detailing and materials appropriate to this listed building.)
7. Details of replacement and new gutters and drainpipes shall be submitted for the prior approval of the Local Planning Authority.
(Reason – To ensure detailing and material appropriate to this listed building.)
8. The garage roof shall be covered in natural quarried slate to the approval of the Local Planning Authority.
(Reason - To ensure the use of roof materials appropriate to the location of the site adjoining a Listed Building.)
9. Notwithstanding the approved drawing 05050-04D, the proposed replacement of the corrugated sheeting with plain tiles shall be specifically omitted from this consent, and the roof covering shall be the subject of further discussions with revised proposals submitted to and agreed in writing by the Local Planning Authority before works commence on site and are carried out in accordance with the approved drawings.
(Reason - To ensure the use of roofing material appropriate to this listed building.)

Informatives

Reasons for Approval

1. The proposed works would not adversely affect the special character or appearance of the building.
2. The proposed works would not result in any significant loss or harm to the historic fabric.
3. The proposed works would not have an adverse impact on the setting and appearance of the historic building.

Background Papers: the following background papers were used in the preparation of this report:

- South Cambridgeshire Local Development Framework 2007
- Cambridgeshire and Peterborough Structure Plan 2003
- Application Refs: S/1212/07/F, S/2131/98/LB, S/0602/98/LDC and S/1221/93/F

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee5th September 2007**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

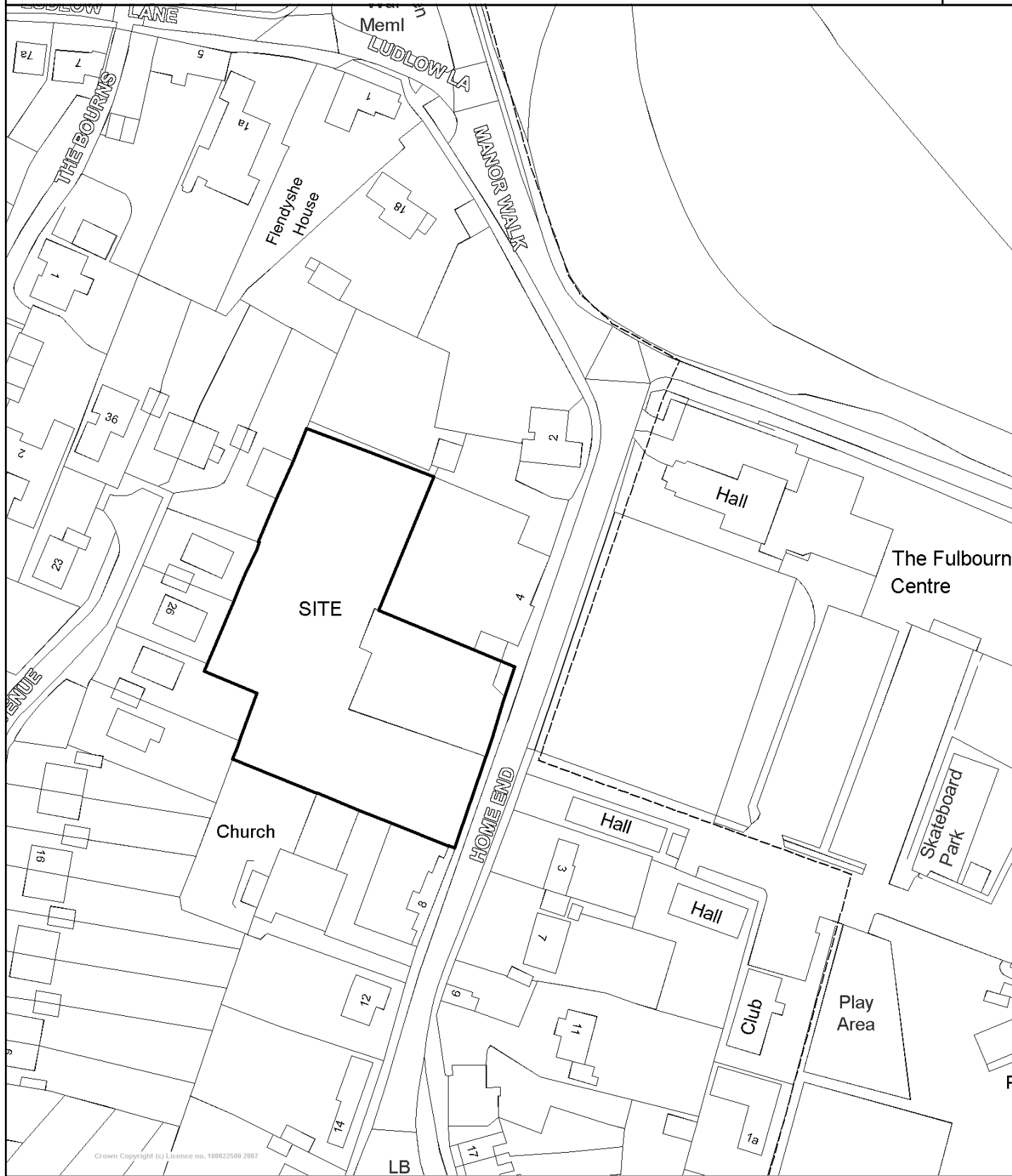
S/1823/06/F - FULBOURN**Erection of Eight Dwellings and Relocation of Car Parking Area for Existing Industrial Unit adj. 4 Home End, Fulbourn for C L Eaglen & Company Ltd.****Recommendation: Delegated Approval****Date for Determination: 31st May 2007****Notes:**

This Application has been reported to the Planning Committee for determination because it is a departure from adopted policy to which a material planning objection has been made.

**Conservation Area
Departure Application****Site and Proposal**

1. The site measuring 0.48 hectares (ha) currently comprises a hard surfaced area of car parking serving industrial units to the north, within the same ownership, the remainder being paddocks used to graze horses.
2. There is a 1.8 metre high close board fence to the frontage and boundaries of the car park with the paddock. The frontage fencing adjoins a brick wall to the paddock land that is also attached to a Grade II Listed House to the south of the site at 8 Home End. The southern boundary with the garden of 8 Home End and the United Reformed Church is marked with a brick wall, approximately 1.5 metre high. To the west of the site back gardens to bungalows on Geoffrey Bishop Avenue are marked by a mix of fences and hedges.
3. Within the site itself there is a double stemmed Ash tree and a mature Sycamore sited close to the boundary with the adjacent United Reformed Church.
4. The front part of the site lies within the Conservation Area, the boundary of which cuts through the site in a north south direction to the rear of the units. Opposite the site to the east is the recreation ground which lies outside of the village framework and within the Cambridge Green Belt. This line is also marked as an important countryside frontage.
5. This full planning application seeks permission to develop the car park and paddock with eight houses comprising a terrace of four houses to the frontage, a terrace of three houses and a detached house fronting a proposed access road in to the site, which will also serve a new car park to the rear (west) of the industrial units. The residential development achieves a net density of approximately 39 dwellings per hectare (dph).

s-1823-06-f



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Scale 1/1250 Date 21/8/2007

Centre = 552137 E 255872 N

September 2007 Planning Committee

6. The planning application has been amended by letters and drawings dated 2nd March 2007 and 11th June 2007 addressing issues relating to the layout, design and site boundary raised during consultations. The initial amendments revised the layout so that the frontage units became a terrace of three (one unit removed), and a further terrace of three and one detached house replaced two detached and a pair of semi-detached houses to the rear. A play area was omitted. Layout changes also attempted to address design, highway amenity and landscaping issues raised during consultations. The second set of amendments amended the site boundary adjoining 24 Geoffrey Bishop Avenue, altered the fenestration to plots 7 and 8 to overcome amenity issues and revised the arrangements for refuse vehicles.

Planning History

7. **S/2251/04/F** sought planning permission for ten houses and the relocation of the car parking area to serving the industrial units on the site of this application. This application was refused under delegated powers on grounds of harm to the Conservation Area, neighbouring amenities, worsening of the poor access arrangements for lorries visiting the industrial units, sub-standard access which to be improved to acceptable highway standards was harmful to the Conservation Area, insufficient car parking to serve the industrial units, insufficient car parking to serve the houses proposed, lack of pedestrian visibility splays to parking space serving one of the plots, and inadequate detailing of landscaping proposals.
8. The erection of a bungalow on the site was refused under planning application references **S/2108/78/F** and **S/1424/79/F** on grounds of harm to the Conservation Area due to the design and in relation to loss of the frontage wall (ref. **S/2108/78/F**).
9. Use of the land to the rear of the industrial to site six dog kennels for resting grey hounds was refused on ground of noise disturbance from barking at night under application ref. **S/0892/64**.
10. There are various planning permissions relating to the industrial units. Planning conditions limited the use to light industrial or warehousing and measures to restrict noise disturbance (refs. **S/0167/76/F**, **C/0828/71/D**, **C/0006/68/D**, **C/0575/67/D**, **C/0503/61**, **C/0356/54** and **C/0324/54**).

Planning Policy

South Cambridgeshire Local Development Framework 2007

11. **ST/3 Re-Using Previously Developed Land and Buildings** establishes the target of at least 37% of new dwellings to be located on previously developed land or utilise existing buildings, in accordance with PPS3.
12. **ST/4 Rural Centres** includes Fulbourn and as such development or re-development without any limit on individual scheme size will be permitted within the village framework provided that adequate services, facilities and infrastructure are available or can be made available.
13. **DP/1 Sustainable Development** only permits development where it is demonstrated that it is consistent with the principles of sustainable development. The policy lists the main considerations in assessing whether development meets this requirement.

14. **DP/2 Design of New Development** requires all new development to be of a high quality design and indicates the specific elements to be achieved where appropriate. It also sets out the requirements for Design and Access Statements.
15. **DP/3 Development Criteria** sets out what all new development should provide, as appropriate to its nature, scale and economic viability and clearly sets out circumstances where development will not be granted on grounds of an unacceptable adverse impact e.g. residential amenity and traffic generation.
16. **DP/4 Infrastructure and New Developments** requires that development proposals should include suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. It identifies circumstances where contributions may be required e.g. affordable housing and education.
17. **DP/5 Cumulative Development** restricts development where it forms part of a larger site where there would be infrastructure provisions needed if developed as a whole, result in piecemeal or unsatisfactory development, or would prejudice development of another site adjacent or nearby.
18. **DP/7 Development Frameworks** permits development within village frameworks provided that retention of the site in its present state does not form an essential part of the local character; it would be sensitive to the character of the location, local features of landscape, ecological or historic importance, and the amenities of neighbours; there is the necessary infrastructure capacity to support the development; and it would not result in the loss of local employment, or a local service or facility.
19. **HG/1 Housing Density** is set at a minimum of 30 dph unless there are exceptional local circumstances that require a different treatment in order to make best use of land. Higher densities of 40 dph will be sought in the most sustainable locations.
20. **HG/2 Housing Mix** sets a mix of at least 40% of homes with 1 or 2 bedrooms, approximately 25% 3 bedrooms and approximately 25% 4 or more bedrooms for housing developments of less than 10 dwellings. Accommodation should also provide a range of types, sizes and affordability to meet local needs.
21. **HG/3 Affordable Housing** at a level of 40% or more of all new dwellings on developments on two or more units is required to meet housing need. The exact proportion, type and mix will be subject to the individual location and the subject of negotiation. Affordable housing should be distributed in small groups or clusters. Financial contributions will be accepted in exceptional circumstances.
22. **NE/1 Energy Efficiency** requires development to demonstrate that it would achieve a high degree of measures to increase the energy efficiency of new and converted buildings. Developers are encouraged to reduce the amount of CO₂ m³/ year emitted by 10%.
23. **CH/4 Development Within the Curtilage or Setting of a Listed Building** states that development that would adversely affect the curtilage or wider setting of a Listed Building will not be permitted.

24. **CH/5 Conservation Areas** requires that planning applications for development proposals in or affecting Conservation Areas will be determined in accordance with legislative provisions and national policy (currently in PPG15) and guidance contained in specific Conservation Area Appraisals (where they exist) and the District Design Guide.
25. **TR/1 Planning for More Sustainable Travel** states that planning permission will not be granted for developments likely to give rise to a material increase in travel demands unless the site has (or will attain) a sufficient standard of accessibility to offer an appropriate choice of travel by public transport or other non-car travel mode(s). Opportunities to increase integration of travel modes and accessibility to non-motorised modes by appropriate measures will be taken into consideration. The Local Transport Plan road user hierarchy will also be taken into account in the determination of planning applications to ensure adequate emphasis has been placed on the relevant modes, although no modes should be promoted to the exclusion of others.

Cambridgeshire and Peterborough Structure Plan 2003

26. **P1/2 Environmental Restrictions on Development** limits new development within or which is likely to adversely affect specified areas of importance e.g. functional flood plains. It also restricts development in the countryside unless the proposals can be demonstrated to be essential in a particular rural location where, amongst others, where there could be damage, destruction or loss to areas that should be retained for their historic value.
27. **P1/3 Sustainable Design in Built Development** requires a high standard of design and sustainability for all new development, providing a sense of place appropriate to the location, efficient use of energy and resources and account to be taken of community requirements.
28. **P5/3 Density** states that densities of less than 30 dwellings per hectare will not be acceptable. Local Planning Authorities should seek to maximise the use of land by applying the highest density possible that is compatible with maintaining local character.
29. **P7/6 Historic Built Environment** requires Local Planning Authorities to protect and enhance the quality and distinctiveness of the historic built environment.

Consultations

On initial scheme, as submitted:

30. **Fulbourn Parish Council:**

“The Parish Council is pleased to see that this planning application is an improvement on the one previously submitted and subsequently rejected.

Although, overall, the current application is an improvement, the Parish Council still has some reservations and wishes to make the following comments:

The density is still high bearing in mind Fulbourn is a rural village. The site is in a Conservation Area and in close proximity to the Green Belt. It is felt that the present designs, with balconies and false chimneys are somewhat fussy

and out of keeping with the surrounding area. A mix of housing would be preferable for the site.

There is concern that this is a proposed phase one of a two phased residential development and thought should be given to how the two phases will fit together should this occur.

The Parish Council feels that the car parking provision is inadequate. The houses contain three bedrooms but only have one car parking space allocated per house and no garage. This is more in keeping to an urban development and we would ask that more provision is given per house. The siting of communal visitor parking spaces is not appropriate and leads to neighbourhood disputes. The communal parking should be abolished and the provision given to the houses on the development.

The allocation of communal space/play area is ambiguous. Having a space very close to the houses in Geoffrey Bishop Avenue and unit 8 is not appropriate and could cause noise and disturbance with problems relating to antisocial behaviour. The boundary of unit 8 is not clearly defined. It should be pointed out that there is a large village recreation ground opposite the development with adequate provision for children of different ages.

There should be better landscaping and screening to protect the existing properties in Geoffrey Bishop Avenue and add to the ambiance of the proposed development.

Fulbourn Parish Council has a copy of a letter sent to SCDC where it would appear that the boundary with no. 24 Geoffrey Bishop Avenue has not been correctly drawn and this should be examined.

There is overall concern about the provision of car parking at the back of the present existing industrial units and the Parish Council would wish conditions imposed to protect the amenity of neighbouring properties. Such conditions should include the security of the site to prevent access by unauthorised persons, restrictions on lighting to prevent light pollution and the consideration of the type of vehicle movements so close to residential properties. Lorry movements into a residential area is not appropriate.

There is also concern about overall traffic movements which will be exacerbated by new development. This should be put in context with the overall area which not only has through traffic of large lorries from the A11 to the Silo in Station Road, but is also opposite the entrance to the Recreation Ground and new Fulbourn Centre. There is frequently parking on the road relating to events in the Townley Hall and nearby Church.

No recommendation until these issues have been taken into account.”

31. **Local Highway Authority** - issues remaining to be addressed included:
 - (a) Junction radii must comprise upstand kerbing to deter any delivery vehicles from attempting to reverse up to the existing service entrance.
 - (b) Greater visibility splay than indicated can be achieved. A frontage plan is suggested in order to accurately verify what can be achieved
 - (c) The internal roads and footways are not to adoptable standards, however there is no issue with them remaining private unless phase two comes to fruition.

32. **Environment Operations Manager** - raised concern that the access road was not wide enough to allow collection to be made from the properties, the

collection point for plot seven was not clear, details of waste storage for the industrial units is required and there was no turning head for the collection vehicles when servicing plot 8.

33. **Trees and Landscape Officer** - made no comment as the Landscape Design officer had requested a landscaping scheme.
34. **Building Control Officer** - noted that surface water would discharge to soakaways. Fulbourn is predominantly on chalk marl and therefore percolation tests may indicate that further measures will need to be taken e.g. water storage.
35. **Cambridgeshire Constabulary's Architectural Liaison Officer** - raised concerns relating to the apparently public space to the rear of plots 1-5. This area is primarily a means of access to parking spaces provided to plots 1-3. Generally such space should be semi-private in nature, discouraging public entry, as this will provide some protection to the rear of dwellings and vehicles parked there. Parking spaces for plots 1-3 are outside of any rear garden fencing. Placing a seat on this area gives a clear indication that it is public and may become a gathering point for youths and provides offenders with the anonymity they seek. This area should be redesigned, creating curtilage parking without adjacent public space.
36. **Conservation Area and Design Officer** - recommended refusal on grounds of harm to the Conservation Area and setting of the adjacent Listed building. Particular issues raised were:
 - (a) Plan depth of dwellings.
 - (b) Detailing of dormers.
 - (c) Loss of the frontage wall which would require Conservation Area Consent.
 - (d) Ambiguous space to the front of the frontage terrace of houses.
 - (e) Adjacent to no 8 Home End the existing brick wall has to step back to join the terrace which is not a satisfactory solution
 - (f) Unit 4 had a particularly awkward relationship with the curved boundary wall, and also has no real architectural link to the terrace.
 - (g) Lack of details for new fencing to screen the service yard and parking area behind the existing industrial unit. Given the prominent location of the site a brick wall and gates would be more appropriate.
 - (h) Garden enclosures needed to be more carefully considered.
 - (i) A better standard of design was required, including more details on how the bin storage areas were to be integrated.
 - (j) No information was provided as to the fencing in front of Units 6 and 7. This part of the site will be very visible and a high standard of designed enclosure will be required.
 - (k) The layout indicates a tree that is to be retained, but no mention is made of the second tree in the middle of the site. Permission will be required to remove this tree and its removal should be justified.
 - (l) The appearance of the access road will be of a very wide area of tarmac, which will not sit comfortably within the Conservation Area and the 'harvest' tegula paving blocks proposed for the over-run areas will have a 'bitty' appearance.
37. **Landscape Design Officer** - raised objections:
 - (a) Details of new trees and garden areas.
 - (b) More native trees rather than ornamental cherries along west boundary.

- (c) The 'hard' view from the new houses northwards towards the industrial building had no screening at all (Phase 1). This could be provided by trees/hedge either between the industrial building and the delivery bays or along the front gardens if the houses were moved back.
- (d) The view into the site from Home End was all 'hard' surfaces with the 3 cherry trees on the West boundary. It was queried why these three trees were in hard standing and not under-planted with shrubs and ground cover like the rest of the boundary. They should be replaced with a majestic 'feature' tree as the main view into the development.
- (e) The back gardens of 1, 2, 3, 6 and 7 should have a tree in each to soften the internal space and create green layering from the road back to the western boundary.

- 38. **Cambridgeshire County Council's Chief Financial Planning Officer** - requires a contribution of £25,000 towards the provision of two additional secondary school places that are required as a result of this development.
- 39. **Cambridgeshire Fire and Rescue Service** - does not require additional water supplies for firefighting.
- 40. **Divisional Environmental Health Officer** - requires 2 metre high close-boarded fence to the west of the new car park to protect the bungalow from car park noise. Conditions for hours of construction using power operated machinery and pile driven foundations are requested and an informative regarding bonfires.

On amended scheme, as at 4th April 2007

- 41. **Fulbourn Parish Council** – No recommendation. The Parish would like to see more parking. Changes to the street scene are now in keeping with the area. It had concerns relating to phase 2; provision of car parking behind the existing industrial unit – conditions should be imposed to protect the neighbouring amenities re: security, lighting types of vehicle movements; traffic movements through the village; parking on Home End; and gateways from plots 1 and 3 onto Home End.
- 42. **Environment Agency** – zone 2 of groundwater protection zone informatives are recommended.
- 43. **Environment Operations Manager** – lack of turning head for refuse vehicles unless the road serving plots 1-6 was to be used. In this case the road must be capable of withstanding 26 gvw and the radii of the junction with the main service road be 6m. If the gates to the car park were removed then this would allow collection vehicles to turn around. If this was the preferred option then the collection point for all units would be the main service road and this would result in a vast collection of bins especially on recycling weeks. N.b. Previous comments had indicated that the scheme was acceptable subject to temporary collection points being written into the deeds so that they do not become permanent storage points.
- 44. **Divisional Environmental Health Officer** recommended conditions to minimise the impact of the development including hours of construction, pile foundations and investigation of land contamination. Informative re: bonfires. N.b. previous comments also included a requirement for a 2m high closeboard fence to the car park boundary to protect neighbours from noise.
- 45. **Cambridgeshire Constabulary's Police Architectural Liaison Officer** was pleased to see greater definition of private and public spaces and the removal

of the seat in the parking area to the rear of plots 1-4. The provision of garage parking was also welcomed.

46. **Local Highway Authority** – Amendments do not affect the highways issues, condition carriageway width, junction radii (now 10.5m) and visibility.
47. **Building Control Officer** – no further comments. Previous comments noted that Fulbourn is predominantly on chalk marl and therefore percolation tests may indicate that further measures will need to be taken e.g. water storage.
48. **Conservation and Design Officer** – no objection to the amendments subject to conditions including details of the brick boundary wall, windows to be in timber with painted finish, large scale drawings of dormers, chimneys, removal of permitted development rights, access to units 1-4 to be tegula blocks and not tarmac.
49. **Landscape Design Officer** – As the landscaping proposals now appeared to be shown on two different plans it is difficult to tell what is proposed, although they seem to be welcome improvements. One plan should be submitted showing all details.
50. **Trees and Landscape Officer** – no objection.

Comments on the application as at 10th July 2007:

51. **Fulbourn Parish Council** – no recommendation or additional comments.
52. **Cambridgeshire Constabulary's Police Architectural Liaison Officer** – nothing further to add to previous comments.
53. **Divisional Environmental Health Officer** – no significant environmental health impacts.
54. **Building Control Officer** – no further comments.
55. **Conservation and Design Officer** – no objections subject to conditions relating to boundary wall details, timber/painted finish windows, large scale drawings of dormers and chimneys, remove Permitted Development rights (especially properties backing onto Home End) and details of gates to rear parking area.
56. **Environment Operations Manager** – has confirmed to the applicant in writing that he is now satisfied with the layout.

Representations

57. Comments on the initial scheme, as submitted were received from occupiers at 2, 8 Home End, 24, 26, 30, 32, 34 and 36 Geoffrey Bishop Avenue. Issues raised included:
 - (a) Piecemeal development proposed.
 - (b) Style and design of houses out of keeping with the area and too town-like.
 - (c) Noise from gravel on surface to car park.
 - (d) Unacceptable siting of play area.
 - (e) Inadequate car parking provision and subsequent likelihood of increased parking on Home End.

- (f) Increase traffic and siting of junction opposite that serving the recreation ground.
 - (g) Density too high.
 - (h) Inappropriate grouping of houses comprising the frontage terrace.
 - (i) Relocated car park is far larger than it needs to be based on current parking levels.
 - (j) Need for buffer planting to the western boundary.
 - (k) Need for appropriate boundary treatment and lighting.
 - (l) Lack of detail regarding the demolition of the boundary wall, which is attached to no. 8 Home End.
 - (m) Lack of details regarding the gate in the boundary wall.
 - (n) Incorrectly drawn boundary line in relation to 24 Geoffrey Bishop Avenue.
 - (o) Need for details of boundary treatments to neighbouring dwellings.
 - (p) Boundary planting should be sufficient to ensure neighbours' privacy is retained and where possible obscure views of the new houses.
 - (q) Car park is too close to the dwelling at 26 Geoffrey Bishop Avenue
 - (r) Noise and privacy.
 - (s) Maintenance of planting.
 - (t) Houses will not be affordable for local people.
58. Comments received from occupiers of 2, 8 Home End and 32, 34, 36 Geoffrey Bishop Avenue on the application as at 4th April 2007 included:
- (a) The terrace of four houses directly onto Home End is inappropriate and should be limited to a maximum of three units to cause least impact on the Conservation Area.
 - (b) Excess traffic movements due to numbers proposed.
 - (c) Car parking overflowing onto Home End and inadequate provision of parking within the scheme for residents.
 - (d) Phase 2 should not be considered at this stage – see how successful phase 1 is.
 - (e) Noise to neighbouring dwellings from the use of rolled gravel on the car park.
 - (f) Use of the new access road for deliveries to the industrial units – noise and pollution to neighbours.
 - (g) Level of parking for visitors.
 - (h) Need for use of a full height kerb at the junction with Home End, as without this lorries will be able to mount pavement and park.
 - (i) Potential unauthorised access to nos. 22 & 24 Geoffrey Bishop Avenue and the churchyard via the drive serving plots 6 and 7.
 - (j) Plot 1 is too close to no. 8 Home End's boundary wall.
 - (k) The boundary wall should be demolished and rebuilt to provide a safer access point.
 - (l) Noise and vibration from the existing gate adjoining the house at no. 8 Home End and the likelihood that occupants will use gates to make it easier to park on Home End.
 - (m) Security of the car park.
59. Comments on the application as at 10th July 2007 received from the occupiers of 8 Home End:
- (a) They are pleased that the two gates at the front of the site are to be dummy in nature.
 - (b) They are still concerned about loss of privacy to the rear of their house from overlooking windows on plot 1 and reiterate their suggestion that a greater gap between them and plot 1 be created.

Planning Comments – Key Issues

60. The key issues in considering this application are infrastructure provision, layout, neighbouring amenity, highways, car parking, refuse collections, and conflict with current policy.

General matters

61. A section106 is required prior to decision notice being issued to secure the educational contribution that is required by Cambridgeshire County Council. This is being progressed by the applicant with the County Council.
62. Surface water drainage proposals shall be required by condition and these should include percolation tests, as recommended by Building Control.

Layout

63. Issues relating to layout have largely been overcome. The site is to be developed at 39dph in accordance with current policy, particularly for developments in a more sustainable Rural Centre. Although the mix only includes 1 no. 2-bed unit, the remainder being 3-bed, this has not been raised previously as an issue with the developer and as such it is considered to be unreasonable to require them to change at this late stage. The application was submitted in September 2006 before Draft LDF Development Control Policies were considered by the Inspectors.
64. Although the garden to plot 5 is only 6m deep and serves a 3-bed dwelling the space is usable to provide basic outdoor amenity space and bin storage provision. Future occupiers will choose to occupy the dwelling on that basis.
65. Landscaping proposals are generally acceptable however for completeness it has been recommended that these be shown on one plan. This can be required by planning condition.
66. The Police Architectural Liaison has not raised concerns about the access to plots 6 and 7 or security of the car park and as such it is considered that the scheme achieves a reasonable level of security within the design.

Neighbouring amenity

67. The proximity of plot 1 to 8 Home End has been raised as a concern. It has been reduced to a chalet style unit with an eaves height of some 3.7m at the front and 3.2m at the rear of a gable wall some 8m in depth. This will be presented to the main private garden area of no. 8. It is set some 7.0m beyond the rear wall of no. 8, 1.2m off the shared boundary. It is also located north of no.8. On balance, the relationship is considered acceptable, having regard to its orientation and modest height (7m to ridge). Moving plots 1-4 further north is possible without significantly impacting upon the overall scheme, however from a conservation perspective is considered to be less desirable. This was discussed with the Conservation and Design Officer who confirmed that this is the case, as historically in the heart of the village it is usual to find buildings sited close together. Further, moving the plots will leave greater space between 8 Home End and plot 1 where pressure for future development may be difficult to resist. On balance this element of the scheme is considered to be acceptable.

68. The boundary between the gardens of no. 8 Home End and Plot 1 is marked only by an approximately 1.5m wall. A boundary treatment scheme will be required by condition.
69. Details of the gates to plots 1 and 3 should be provided and can be conditioned to be either fixed timber or brick panels to still achieve a visual break between old and new but overcoming neighbours' concerns re: noise/vibration and limiting access to Home End for car parking.
70. Overlooking from plots 7 and 8 of neighbouring gardens has been addressed through the revised fenestration to the rear elevations of these plots and back-to-side distances are sufficient to avoid being overbearing visually to bungalows and gardens on Geoffrey Bishop Avenue.
71. Conservation Officer has agreed that tarmac as the surface material to the car park will be acceptable, as it is out of public view and is behind a wall. This will go some way to addressing neighbours' concerns regarding possible noise disturbance if gravel were to be used.

Highways

72. The kerb height has been agreed by the Local Highway Authority and Conservation and achieves an acceptable compromise in highway safety terms. Local Highways Authority has not raised concerns regarding traffic generation and therefore a refusal on this ground alone could not be supported. Similarly, re-building the front wall on a line to provide visibility has not proved to be necessary and ensures that this can be retained as an important historic feature within the street scene.

Car parking

73. There is a lack of disabled parking to the car park serving the industrial units, however an amended plan or planning condition requiring the submission of a revised car parking layout to address this can overcome this shortfall.
74. Car parking levels within the scheme accord with the Council's maximum standards and adequate visitor parking is included. Measures to reduce the likelihood of parking on the street have been included, such as retention of the front boundary wall and positioning of frontage dwellings.
75. A condition to secure a suitable lighting scheme is proposed and consideration will be given to the suitability of the scheme to its impact on neighbouring amenity and the Conservation Area.

Refuse collections

76. An acceptable scheme for the provision of bin collection points or refuse stores has been submitted. This will be conditioned to ensure that the scheme is implemented before the occupation of the dwellings.
77. The access can currently be used by vehicles visiting the industrial units and while the scheme does introduce movements to the rear of the building, where currently there is none, reasonable measures to reduce noise disturbance to neighbouring dwellings have been incorporated including moving parking away from the side wall of dwellings, provision of a 4m wide landscaped buffer and boundary treatment comprising a 2m high close boarded fence. Appropriate surface material and lighting can be secured via conditions. The car park is to be gated and a condition can be imposed

requiring this to be locked when the building is unoccupied, although there is no planning restriction on the hours of operation of the building currently.

Departure

78. It is noted that, with the adoption of the Core Strategy and Development Control Development Plan Documents four of the eight houses proposed would now be required to be affordable housing in order that this development be acceptable in policy terms. Due to the considerable period of time over which this application has been negotiated I consider it would be unreasonable to now seek such a contribution.
79. I consider that the scheme, by reason of its scale and nature, does not significantly harm the objectives of the development plan and, having regard to the advice in DETR Circular 07/99, in regard to policy guidance on the departures Directions 1999, does not need to be referred to the Secretary of State.

Recommendation

80. Subject to the completion of a Section 106 to secure a contribution towards education provision and a revised car parking layout that includes disabled parking provision, delegated powers are sought to approve the application, as amended by letter, Design and Access Statement and drawings, 23151/03 Rev C, 23151/06 Rev A, 23151/10 Rev D and 23151/52 date stamped 2nd March 2007; letter and drawings 23151/50 Rev A, 23151/51 Rev A, 23151/04 Rev D, 23151/05 Rev C, 23151/01 Rev F and 23151/07 Rev D date stamped 9th July 2007 and subject to the following planning conditions:
1. Standard Condition – Reason A.
 2. Notwithstanding the submitted application, details of the boundary wall to the eastern boundary (Home End frontage), are specifically excluded from the permission hereby granted. (Reason: The boundary details show two gates opening onto Home End, which are considered to increase the likelihood of on-street parking within Home End where any increase in parking levels will have a detrimental impact upon the perceived safety of the public highway and to minimise noise and disturbance to the occupiers of 8 Home End as the gate adjoins that property.)
 3. (SC5) No development shall commence until details of:
 - a) the materials to be used for the external wall(s) and roof(s).
 - b) surface water drainage.
 - c) materials to be used for hard surfaced areas within the site including roads, driveways and car parking areas.
 - d) car parking provision for disabled persons in accordance with the Local Authority standards.
 - e) Roadway lighting scheme, including to the car park serving the industrial units.
 - f) Full details of the new brick boundary wall to Home End including a sample of the brick work, bond pattern and coping detail.
 - g) Drawings of the chimneys and dormer windows at large scale (1:20 minimum).
 - h) Drawings of the gates to secure the car park at the rear of the industrial units.

(Reasons SC5-

- a) To ensure that visually the development accords with neighbouring buildings.
- b) To ensure satisfactory drainage of the site.
- c) To ensure that the development enhances the character of the area.
- d) To ensure adequate car parking provision is provided and suitably laid out.

Non-standard reasons:

- e) To ensure that lighting is appropriate to the Conservation Area and does not harm the amenities of neighbours.
 - F, g and h To ensure details are appropriate to the Conservation Area.)
4. All windows in the development hereby approved shall be constructed of timber and shall have a painted, white finish (Reason: To ensure details are appropriate to the Conservation Area and setting of adjacent Listed Buildings.)
 5. The gates to the car park shall be kept locked when not in use by occupiers of the commercial units that it is to serve (Reason: To ensure that the car park is adequately secured when the building is not occupied and not used in such a way that would cause a nuisance to neighbours.)
 6. Prior to the development commencing an investigation of the site shall be undertaken to establish the nature and extent of any contamination of the site and any remedial works to deal with contamination. This shall initially consist of a desktop study, which will include details of the site history, development of a site conceptual model, and a preliminary qualitative risk assessment. If any likelihood of contamination is indicated by the initial study then a further detailed site assessment shall be carried out which shall include intrusive investigations and which shall fully characterise the nature, extent and severity of contamination. Recommendations for a remediation strategy and post-remediation validation testing should be included. Remedial work should be carried out before development commences. The work shall be carried out in accordance with the approved details. Any variation to the above shall be agreed in writing by the Local Planning Authority before work is undertaken. Copies of all reports should be submitted to and approved in writing by Local Planning Authority. (Reason: To secure a safe development by remediation of any contamination of the land.)
 7. (SC26) During the period of construction no power operated machinery (or other specified machinery) shall be operated on the premises before 8.00 am on weekdays and 8.00 am on Saturdays nor after 6.00 pm on weekdays and 1.00 pm on Saturdays (nor at any time on Sundays or Bank Holidays), unless otherwise previously agreed in writing with the Local Planning Authority in accordance with any agreed noise restrictions. (Reason - To minimise noise disturbance to adjoining residents.)
 8. (SC21) Notwithstanding the provisions of Regulations 3 and Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order), the following classes of development more particularly described in the Order are expressly prohibited in respect of the property and each unit thereon unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf:-

- a. i) PART 1, (Development within the curtilage of a dwellinghouse, all classes.
 - b. ii) PART 2, (Minor operations), Classes A (erection of gates, walls or fences) and B (construction of access to a highway).
(Reason - To safeguard the character and appearance of the Conservation Area.)
9. (SC22) No windows, doors or openings of any kind shall be inserted in the south elevation of plot 1 or west elevations of plots 7 and 8 of the development, hereby permitted, unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf. (RC22).
 10. (SC44) The garages, hereby permitted, shall not be used as additional living accommodation (and no trade or business shall be carried on therefrom) (RC44.)
 11. SC51 - RC51 Landscaping scheme.
 12. SC52 – RC52 Implementation of landscaping.
 13. SC56 – RC56 Tree protection.
 14. SC60 – RC60 Boundary treatments
 15. No dwelling shall be occupied until the access from the existing highway has been laid out and constructed in accordance with the approved plans. (Reason: to ensure satisfactory access from the public highway.)
 16. Visibility splays shall be provided on either side of the junction of the proposed access road with the public highway. The minimum dimensions to provide the required splay lines shall be 2.4 metres measured along the centre line of the proposed access road from its junction with the channel line of the public highway, and 90 metres measured along the channel line of the public highway from the centre line of the proposed access road (Reason: In the interest of highway safety.)
 17. Visibility splays shall be provided on both sides of the access and shall be maintained free from any obstruction over a height of 600mm within a area of 2.0 metres x 2.0 metres measured from and along respectively the edge of the carriageway (Reason: In the interest of highway safety.)
 18. No dwelling shall be occupied until the bin enclosure required to serve that dwelling has been constructed in accordance with the approved plans. (Reason - To provide satisfactory refuse facilities for each dwelling).

Informatives

General

1. Further to condition 3 above, the access serving plots 1-4 shall be constructed of Tegula blocks and not tarmac in order to preserve the appearance of the Conservation Area.
2. Further to condition 6, a guidance document on the procedures for dealing with potential land contamination will be available from the Council's Environmental Health Service.

3. Should pile foundations be proposed, then before works commence, a statement of the method for construction of these foundations shall be submitted and agreed by the District Environmental Health Officer so that noise and vibration can be controlled.
4. During construction there shall be no bonfires or burning of waste on site except with the prior permission of the Environmental Health Officer in accordance with best practice and existing waste management legislation.

Environment Agency:

5. The development is situated within Zone 2 of the Environment Agency's groundwater protection policy.
6. All surface water from roofs shall be piped direct to an approved surface water system using sealed downpipes. Open gullies should not be used.
7. Where soakaways are proposed for the disposal of uncontaminated surface water, percolation tests should be undertaken, and soakaways designed and constructed in accordance with BRE Digest 365 (or CIRIA Report 156), and to the satisfaction of the Local Authority. The maximum acceptable depth for soakaways is 2 metres below existing ground level. Soakaways must not be located in contaminated areas. If, after tests, it is found that soakaways do not work satisfactorily, alternative proposals must be submitted.
8. Surface water from roads and impermeable vehicle parking areas shall be discharged via trapped gullies.
9. Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer.
10. All domestic foul sewage or trade effluent, including cooling water containing chemical additives, or vehicle washing water, including steam cleaning effluent shall be discharged to the foul sewer.
11. Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

Reasons for Approval

1. The development is considered generally to accord with the Development Plan and particularly the following policies:

(a) *Cambridgeshire and Peterborough Structure Plan 2003*

- P1/2** Environmental Restrictions on Development
- P1/3** Sustainable Design in Built Development
- P5/3** Density
- P7/6** Historic Built Environment

(b) *South Cambridgeshire Local Development Framework 2007*

- ST/3** Re-Using Previously Developed Land and Buildings
- ST/4** Rural Centres
- DP/1** Sustainable Development
- DP/2** Design of New Development
- DP/3** Development Criteria
- DP/4** Infrastructure and new Developments
- DP/5** Cumulative Development
- DP/7** Development Frameworks
- HG/1** Housing Density
- HG/2** Housing Mix
- HG/3** Affordable Housing
- NE/1** Energy Efficiency
- CH/4** Development within the Curtilage or Setting of a Listed Building
- CH/5** Conservation Areas
- TR/1** Planning for More Sustainable Travel

- (c) The development is not considered to be significantly detrimental to the following material planning considerations, which have been raised during the consultation exercise: **Neighbouring amenity, Conservation Area, Listed Building, trees, landscape, highways, traffic, parking, land contamination, surface water drainage, ground water protection, safety, refuse collections and education provision.**

Background Papers: the following background papers were used in the preparation of this report:

- South Cambridgeshire Local Development Framework 2007
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning file refs. S/1823/06/F, S/2251/04/F, S/2108/78/F, S/1424/79/F, S/2108/78/F, S/0892/64, S/0167/76/F, C/0828/71/D, C/0006/68/D, C/0575/67/D, C/0503/61, C/0356/54 and C/0324/54

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee 5th September 2007
AUTHOR/S: Executive Director / Corporate Manager - Planning and Sustainable Communities

S/0349/07/F – IMPINGTON

**Erection of Glasshouses, Farm Buildings and Research and Development Buildings
Park Farm Villa Road for National Institute of Agricultural Botany (NIAB)**

Recommendation: Minded to Approve

Date for Determination: 24th May 2007

Notes:

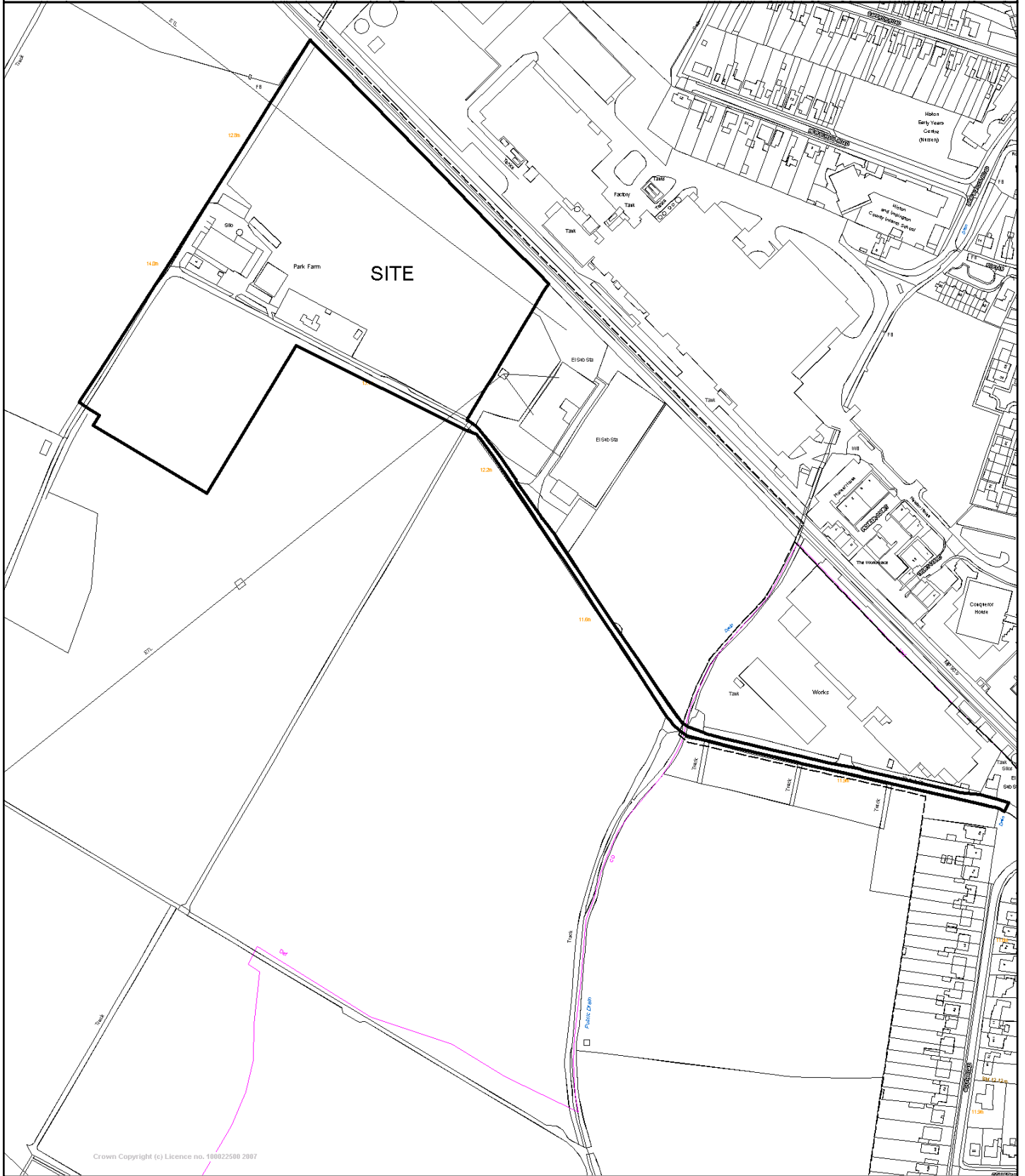
This Application has been reported to the Planning Committee for determination because the Parish Council's recommendation of refusal is contrary to that of the Officer's recommendation of approval.

Members will visit the site on Monday 3rd September 2007.

Departure Application**Site and Proposal**

1. Park Farm Villa Road Impington is located beyond the village framework in the open countryside. The 5.9 Ha site lies between the villages of Girton and Impington/Histon and northwest of the city of Cambridge. The existing farm site lies at the edge of an extensive block of land owned by NIAB and managed as intensive agricultural trials areas. Access to Park Farm is via existing private farm tracks off Villa Road, Impington and via the company's Huntingdon Road, Cambridge Site.
2. There are extensive long-distance views from the site across the open fields to the south towards the A14 road and to the east towards the rear of the properties in South Road, Impington. To the west there is a substantial hedgerow and to the south-west there is a small copse of trees. To the north there are glimpsed views through the existing buildings towards a large factory complex that is accessed from Chivers Way. The proposed Guided Bus route will pass along the route of the former railway line to the north of the site.
3. The landscape is predominantly open in character and is devoid of any significant features. It is slightly despoiled by overhead lines and an electricity switching station that is located on the northern side of the farm track, to the east of the farm complex. The site is situated within the Cambridge Green Belt.
4. The present Park Farm facility comprises a variety of mid to late 20th century buildings including two dwelling houses. Building styles include press-metal clad sheds in green and beige colours and some masonry and weatherboard clad office / workshop buildings – the tallest of which are approximately 8 metres high at the roof ridge. The tallest and most notable structure is a round concrete water tower that is approximately 11+ metres tall. This site including some hardstand areas is estimated to be around

S-0349-07-F



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Scale 1/4000 Date 21/8/2007

Centre = 543578 E 262841 N

September 2007 Planning Committee

7500sqm in area. North and east of the farm complex are a variety of trials plots enclosed with hedgerows whilst to the south there are larger agricultural trials areas.

5. On the site of the existing agricultural buildings and extending into the field trial areas located immediately north, there will be a new complex of farm/research and development buildings. These will be profiled metal clad buildings, 'agricultural' in character, with a maximum height of just over 10 metres. A slight fall across the site will be utilised with excavation to 'cut in' the finished floor level. An isolation glasshouse of 6 metres in height will be located slightly to the east. To the southeast of the present buildings the development will include a complex of glasshouses and associated plant rooms and access provision within a 'header' building. The header building will be a single storey construction with timber cladding and aluminium window frames and a flat roof clad in a grey membrane system. The glasshouses and associated buildings with a maximum height of slightly less than 6 metres at the apex of the glasshouse roof arrangement. A reception building is also proposed which will include a staff mess room. The buildings will total 8931sqm.
6. There will be new trials beds and outdoor plant standing facilities to the east of the glasshouses with wind break protection. Some of the existing buildings would be demolished to provide access to the new development and a parking area. Along the access road three passing bays will be constructed.
7. Landscaping is proposed not only as part of the immediate site but also the wider landscape with new hedgerows and copses forming the bulk of the additional landscape enhancements.
8. The application includes the following documents:
 - a) Design and Access Statement;
 - b) Traffic Impact Statement;
 - c) Visual Impact Assessment;
 - d) Ecological Survey Report;
 - e) Flood Risk Assessment;
 - f) Assessment of Feasibility of Renewable Energy Sources;
 - g) Additional Planning Submissions.

Background

9. The National Institute of Agricultural Botany, (NIAB) is a registered charity carrying out the research, technical services, consultancy, training and associated services in plant genetic resources, agricultural and primary food products and plant biotechnology. NIAB's traditional business activities include the characterisation and evaluation of plant varieties, seed testing, operating official seed certification schemes and training. These have been carried out in Cambridge since the formation of the organisation in 1919. NIAB's main customer base for this work is wide and diverse and ranges from statutory Levy Boards, government departments, such as Defra to farmers and the agribusiness supply chain. NIAB's operations are co-ordinated and delivered centrally from its headquarters on Huntingdon Road, Cambridge, with field activities conducted from five main regional centres across England and Wales.

10. Over the past 18 months, NIAB has been reviewing its scientific and operational activities as well as developing proposals to redevelop the majority of the Huntingdon Road site for housing. The Huntingdon Road site has been allocated in the Cambridge City Local Plan 2006 for 1780 dwellings and a primary school. An outline application for this housing has been submitted to Cambridge City Council and is being processed.
11. It is, therefore, against this backdrop that the proposals to provide rationalised office and laboratory space at Huntingdon Road, Cambridge, and a farm and field station at Park Farm, Impington, have evolved.

Planning History

12. None of relevance.

Planning Policy

Cambridgeshire and Peterborough Structure Plan 2003:

13. **P1/2 Environmental Restrictions on Development** seeks to restrict development in the countryside to that which is essential to rural activities.
14. **P1/3 Sustainable Design in Built Development** seeks a high standard of design and sustainability for all new developments.
15. **P6/3 Flood Defence** seeks to ensure that development has sufficient flood protection where needed.
16. **P6/4 Drainage** requires that new development avoids exacerbating flood risk locally.
17. **P7/2 Biodiversity** states all development will seek to conserve and enhance the biodiversity value of the areas which they affect.
18. **P7/4 Landscape** development must relate to the local environment.
19. **P8/2 Implementing Sustainable Transport for New Development:** new non-residential development will require Travel Plans to reduce means of car dependency.
20. **P9/2a Green Belt:** development will be limited to agriculture, forestry, outdoor sport or other uses appropriate to a rural area.

South Cambridgeshire Local Development Framework Development Control Policies 2007:

21. **DP/1 Sustainable Development** states development will only be permitted where it is demonstrated that it is consistent with the principles of sustainable development.
22. **DP/2 Design of New Development** states all new development must be of a high quality design, and details the requirements for the submission of Design and Access Statements.
23. **DP/3 Development Criteria** sets out development criteria, including car parking and appropriate access. Permission will not be granted if there is an unacceptable impact on countryside, residential amenity, flooding etc.

24. **GB/1 Development in the Green Belt** states that there is a presumption against inappropriate development in the Green Belt.
25. **GB/2 Mitigating the Impact of Development** in the Green Belt states that where permitted landscaping conditions will be attached
26. **ET/1 Limitations on the Occupancy of New Premises in South Cambridgeshire** states sui generis research uses will be only permitted if it can be shown that there is a special need to be located close to existing major establishments. Occupation is to be controlled by condition.
27. **NE/1 Energy Efficiency** requires development to demonstrate that it would achieve a high degree of measures to increase the energy of new buildings, and developers are encouraged to reduce the amount of CO₂ m³/year emitted by 10% compared to the minimum Building Regulations requirement.
28. **NE/3 Renewable Energy Technologies in New Development** states all major development will include technology for renewable energy to provide at least 10% of their predicted energy requirements.
29. **NE/4 Landscape Character Areas** permits development where it respects and retains or enhances local character and distinctiveness of the Landscape Character Area.
30. **NE/9 Water and Drainage Infrastructure** states that permission will not be granted where there is inadequate land drainage systems available to meet the demands of the development.
31. **NE/11 Flooding** states that applications will be judged against PPS25.
32. **NE/12 Water Conservation:** A strategy will need to be submitted before commencement of development over 1000m² or 10 dwellings.
33. **NE/14 Lighting** requires that proposals should ensure that there is no adverse impact on surrounding countryside or adjacent properties.
34. **NE/7 Protecting High Quality Agricultural Land** states that permission will not be granted for development which would result in the loss of Grades 1, 2 or 3a unless allocated for development and the need for the development overrides the need to protect the agricultural value of the land.
35. **CH/2 Archaeology** states that archaeological sites will be protected in accordance with national policy (currently PPG16).
36. **TR/1 Planning for More Sustainable Travel:** planning permission will not be granted for developments likely to give rise to a material increase in travel demands unless the site has or will attain a sufficient standard of accessibility.
37. **TR/2 Car and Cycle Parking Standards** states car parking should be provided in accordance with the maximum standards set out in the document, to reduce over-reliance on the car and to promote more sustainable forms of transport. Maximum standards of 1 car space per 30m² and cycle parking should equate to 1 secure space per 30m² where possible.
38. **TR/3 Mitigating Travel Impact:** new developments will be required to mitigate their travel impact.

Consultation

39. **Impington Parish Council**

Refuse summarised as follows:

- a) Conflict with Green Belt Policy 2 and it is inappropriate development.
- b) Traffic Impact – Villa Road is inadequate to cope with level of two way HGV traffic.
- c) Inadequate drainage assessment.
- d) Light pollution: impact on landscape.

If SCDC be minded to approve request following conditions:

- a) All HGV traffic is to be routed via Station Road, Chequers Road and the B1049.
- b) Improved landscaping to minimise impact.
- c) Lighting to minimise spillage outside curtilage of site.
- d) 7am to 7pm hours of operation weekdays and no weekends.
- e) Cycle bridge to be opened up for public use.
- f) Public art contribution provided off site subject to satisfactory financial contribution.

40. **Histon Parish Council**

Refuse summarised as follows:

- a) Inappropriate development in the Green belt contrary to GB2.
- b) Unacceptable impact on the surrounding landscape contrary to GB2.
- c) Inadequate detailed assessment and proposals for surface water and foul drainage on a catchment basis.
- d) Application is premature in that it seeks an alternative site for a research facility already located south of the A14. The existing facility forms part of an LDF objection site being considered for release from the Green Belt. This will be determined later this year.
- e) Traffic impact safety concerns and poor access to local network over private roads.
- f) Land adjacent is contaminated and there is no reference to this in the application.
- g) No planned changes to waste recycling which should be increased.

There are more detailed comments which expand upon these general areas of objection.

41. **Girton Parish Council**

Approve.

42. **The Corporate Manager (Health and Environmental Services)**

Recommends conditions regarding noise during construction and informative regarding foundations and bonfires/waste disposal.

43. **Building Control**

No adverse comments.

44. **The Council's Environmental Operations Manager**

Plans do not show waste storage or treatment (treatment on site is not allowed as this is not a farm).

45. **Ecology Officer**

No objection in principle. The buildings should include measures for a wide range of birds associated with farmland. Hedgerows should be at least double row to produce dense hedge. New Hawthorne hedge should be planted now and stumps of trees should be left for invertebrates. Further enhancements should be delivered such as grass margins and cultivation margins, cover crops, barn owl boxes and shallow ponds. Lizard mitigation should be implemented as best practice. Natural ponds/ditches should be used as part of the control of water.

46. **Trees and Landscape Officer**

Landscape proposals and Visual Impact Assessment look ok and pleased to see extensive off site proposals. Further on and off site planting is desirable. Additional planting of trees is needed to the south and south east of the proposed glasshouses. Suggest planting along the major track to the east/south-east. Proposed and existing hedges should show some suitable trees. Continue hedge and tree planting south east of development along the CGB route. Further planting along the two tracks parallel and nearest to the A14. Scots pine and Siberian spruce would seem to be out of character in this agricultural setting. Prefer to see the proposed fagus dawyck avenue with lime, oak, or wild cherry. Additional line of Hornbeams to left of proposed to bookend reception car park. Use of acer campestre rather than tight elsrijk. Trees next to wash down areas should be the same as those adjacent the CGB.

No objection to removal of young poplar, conifers and small ash, oak identified as the large maturing conifer and poplar copse is to be retained. No objection to the species for replacement and enhancement of the site would like to see the oak included.

47. **Drainage Manager**

The Council controls the public award drain to the east of the site under its land drainage byelaws. No connection to this drain will be permitted without the prior consent of the Council and where consent is granted a maintenance contribution from the developer may be required. Request a condition to require the surface water design for the development to be approved by the Council's Drainage Manager.

48. **Environment Agency**

Objects as the FRA does not satisfactorily demonstrate that the proposed development will not impact upon third parties. The FRA has not addressed comments made to the applicant in its letter dated 21st December. Given the applicant's status and nature of the development the applicant should further explore the use of SUDS, including rainwater harvesting and for the car parking the latest CIRIA guidance and code of practice for SUDS. An ecological baseline survey of the site should be carried out to determine the habitats and species present. Any development should take into account the existing environment. The proposed development offers a good opportunity to enhance the biodiversity of the site and a long term management plan should be prepared.

49. **Cambridgeshire County Council Local Highway Authority**

No objections traffic impact statement is acceptable and no NCATP contribution is required.

50. **Cambridgeshire County Council Archaeology**

The site is located in an area of high archaeological interest. Cropmarks in the vicinity indicate the location of boundaries and enclosures of probable late prehistoric and Roman date. It is likely that important archaeological remains survive in the area and that these would be severely damaged or destroyed by the proposed development. The site should be the subject to a programme of further investigation and recommend a condition be attached to any planning consent requiring this investigation.

51. **Cambridgeshire County Council Countryside Access Team**

No comments received.

52. **Cambridgeshire Guided Busway**

Recommended that any development adjacent the CGB is conducted in accordance with the document "Guidance for Developers". A condition relating to design and construction methodology is requested prior to the commencement.

53. **Cambridge City Council**

No comments received.

54. **EDF Electricity**

No comments received.

Amended Plans And Additional Information Consultation

55. **Impington Parish Council**

Refuse.

Objections remain valid, conflict with Green Belt Policy 2, traffic impact Villa Road is inadequate to cope with the level of two way HGV traffic that would arise. The amended statement misses the point that any introduction of traffic (HGV in particular) must also interact with that of SCA outside of the application site and the increased two way HGV traffic on Villa Road is unacceptable. At high season this could be an additional 3 HGV per hour on average. Given that HGV traffic will be routed left at the top of the Villa Road directly into the path of the Cambridgeshire Guides Bus crossing any increase is to be avoided since it is likely to exacerbate the queuing traffic. 20 cycle movements per day are expected (along a narrow road with increased HGV traffic). However should South Cambs District Council be minded to approve we request the following conditions:

- a) All HGV traffic to be routed via Station Road Chequers Road and the B1049.
- b) Lighting to minimize spillage outside cartilage of the site.
- c) 7am to 7 pm hours of operation weekdays and no weekends.
- d) Cycle bridge to be opened up for public use.

- e) Public art contribution which the Parish would be prepared to be provided as off site subject to satisfactory financial contribution.

56. **Histon Parish Council**

Refuse insufficient alteration to overcome previous objections. The most important of these are:

- a) The unproven justification for development in the Green Belt contrary to local plan policy GB2.
- b) Impact on the surrounding landscape.
- c) Lack of any meaningful Transport Impact Assessment.
- d) Issues on drainage remain confused and undeveloped.

The council is disappointed that the applicants have not taken note of the opportunity to fully mitigate the impact on the landscape and to look at further possibilities of Landscape improvement by public access as identified in the North West Cambridge Green Belt Landscape Study May 2006. The recent issues of security on trial plots is recognized but the very real possibility of linking to the guided bus way cycle track should not be ignored. The Council would respectfully suggest that this be explored fully before a decision is taken.

The Council does not accept that development of the Huntingdon Road site of necessity means demolition and relocation of existing facilities already served by much better transport links than those proposed at Park Farm.

The wider land use implications need to be taken into account and the Council considered that the proposals are premature.

Question that the access is suitable for HGVs.

Council will comment further on the revised drainage flood risk assessment and water use on site.

57. **Girton Parish Council**

Approve.

58. **Environment Agency**

Based on the amended report dated 13 July 2007 the Agency's objection is now withdrawn. Recommend conditions relating to surface and foul water drainage is agreed prior to commencement.

59. **Drainage Manager**

Request informative that the developer comply with Council Land Drainage Bylaws in all respects of installation of pipework, headwalls, manholes, or other structures, planting hedging will require the consent of the Council if these occur within 5 metres of the Council award drains. Any proposal to increase the rate of flow in the award will require byelaw consent.

60. **Landscape Officer**

No objection.

61. **Strategic Sustainability Officer**

No comment received. A verbal update to Members will be given.

Representations

62. Councillor Mike Mason objects as follows:

"Having attended both Parish Council Planning Committee Meetings I wish to strongly support the representations made. In addition may I add that this application cannot be considered in isolation and a number of existing and emerging development policies are relevant when determining applications in the North West of the City and surrounding Parishes namely:-

- a) Existing Local Plan Green Belt Policies.
- b) LDF Objection Sites yet to be determined.
- c) Cambridge North West Area Action Plan under development
- d) The absence of a comprehensive drainage strategy for the North West Cambridge catchment.

If the proposals are considered against the criterion in (a) above then they clearly fail as being inappropriate development under Policy GB2. The fact that all of the applicant's existing laboratory/trials operations are adequately and conveniently linked to their HQ and Park Farm by private access roads and A14 bridge, removes the justification of any exception criterion under GB2 Para 3.17 which deals with Departures from the Development Plan. Furthermore the applicant fails to offer realistic landscape mitigation by means of extensive natural screening or other improvements to the Green Belt under Policy GB6. In short loss of Green Belt for no planning gain. In their LDF representations the Parish Councils clearly stated their position on the *Green Belt*

The proposal to relocate laboratory facilities is directly related to the proposed re-use of the existing laboratory site for housing and which is subject to "Objection Site" procedures in the LDF process currently in hand. The application is therefore premature in advance of that determination. The Parish Councils of Histon and Impington have made representations on the proposed "Objection Sites". The proposal is directly linked to the CNWAA Plan under development. A number of questions concerning traffic, drainage and air pollution in the A14 corridor remain unsolved. Again this application for re-development is premature. The applicant provides only minimal detail of drainage, water conservation measures, chemical drainage bunding, reclamation and disposal. Any proposals for a development of this size should be considered within a catchment strategy for the 164 Award Drain and/or the Beck Brook.

Bearing in mind the above comments, I suggest that the application as submitted should be refused.

63. Councillor Neil Davis supports Councillor Masons comments and that the application should be refused.

Planning Comments

Green Belt

64. The site is within the Green Belt where development is strictly controlled. The main purpose of a Green Belt is to keep land open by placing a permanent and severe restriction on inappropriate development. Inappropriate development is by definition harmful to the Green Belt. Inappropriate development is defined in PPG2 Green Belts. The proposed development is largely research and development which is inappropriate development and is therefore harmful to the Green Belt and will not be permitted unless very special circumstances can be demonstrated and where other considerations outweigh the harm to the Green Belt.
65. The applicant has provided details of these very special circumstances which are summarised as follows:
- 1) The development being essentially agricultural secures the openness of the Green Belt and offers significant landscape enhancements.
 - 2) NIAB needs to develop new sources of funding and revenue and this requires to operate on a consolidated/integrated site.
 - 3) NIAB needs to be located close to Cambridge to retain linkages with the University, close proximity to HQ in Huntingdon Road and is a central point of access for many customers in the east of England. The preferred location is Park Farm.
 - 4) Relocation would take two full agricultural seasons and there is a lack of viable alternative sites (six alternative sites have been assessed but do not meet the various locational and physical criteria).
 - 5) Development at Park Farm will secure NIAB's long term future as a local employer.
 - 6) The agricultural land must be of the appropriate physical type and have specific infrastructural requirements such as bore holes. The field station must be co-located with the main acreage of the trial land.
 - 7) The proposals are inextricably linked to the wider Regional Spatial Strategy which seeks to satisfy the housing needs generated by the economic growth within the Cambridge sub-region.
66. Whilst individually these do not amount to very special circumstances it is considered that collectively they do. The history of NIAB, its background and benefit to the local economy plus the specific locational requirements, principally soil types, form a persuasive argument to allow the development as a departure. It is noted that concerns have been raised regarding the prematurity of these proposals. However the Huntingdon Road site has been allocated for primarily housing in the adopted Local Plan of Cambridge City (2006). Therefore there is a high degree of certainty that this will proceed. The application is not premature. Reference has been made also to the North West Cambridge Action Area Plan which is currently going through the Local Development Framework process. This relates to land south of Huntingdon Road.

Visual Impact

67. The next issue to consider is whether the development would be harmful to the openness of the Green Belt. The applicants have provided a detailed visual impact

assessment. This analyses the existing landscape character and the impact of the new development on this character.

68. The visual impact assessment concludes that the:
- a) "Landscape context of the site is considered to have a low sensitivity to the landscape and visual changes expected from the proposed development.
 - b) The site is partially screened or distant from the majority of identified visual receptors. Existing farm buildings are already a feature of the landscape.
 - c) The development will not alter settlement pattern and will present buildings that will be appropriate to the landscape setting.
 - d) There will be no loss of significant landscape components; and
 - e) The agricultural activities proposed at the site are not anticipated to further reduce the level of tranquillity in the locality.
 - f) New buildings will be ostensibly agricultural in character. This will reduce the potential magnitude of impact and will not significantly alter the present landscape character."
69. It was considered by officers that this assessment views the development in the best possible light and that the impact on the landscape is, in fact, moderate rather than slight. The development will have a visual impact as there are no other glass houses in the immediate area and the size of the agricultural buildings will be larger than the existing. These will be viewed not only from the A14 but also from public footpath No. 4, which is located to the north of the site. Discussions did take place to explore resiting the agricultural buildings on land owned by the applicant in between *the electricity sub station and SCA Packaging and the siting of the glasshouses* where the agricultural buildings are proposed but for operational reasons the applicant could not agree to this siting.
70. It is considered that with the amended landscape enhancements, which includes a 15m landscaping belt to the rear and side of the agricultural buildings, the visual impact would be reduced to the extent that the impact is considered acceptable. The wider enhancements include copses, hedgerow planting and a 10m planting buffer adjacent the guided bus route.

Highways

71. The Highway Authority has not raised any objection to the proposal and the traffic impact statement is acceptable. The comments of the Parishes are noted however, based on the information given, it would be difficult to refuse permission and sustain an appeal successfully without the support of the Highway Authority.

Drainage

72. Further modelling work has been carried out and the original objection from the Environment Agency has been overcome. It is recommended that conditions relating to the surface and foul water drainage be attached to any permission. The comments of the Parishes are noted however in the absence of an objection from the drainage authorities it would be difficult to sustain a refusal at appeal.

Light Pollution

73. A condition can be attached to agree the specific details of the external lighting, however it is understood that this will be minimal as the glasshouses need to be protected from excessive light pollution.

Recommendation

74. That the Local Planning Authority be minded to approve as amended by plans received 12th July 2007, subject to the conditions set out below. The proposal is a departure to the Development Plan and very special circumstances have been demonstrated. The application, if minded to be approved, be referred to the Secretary of State for decision.

1. SCA - RCA (Time Limit).
2. Prior to the commencement of any development, a scheme for the provision and implementation of pollution control to the water environment which shall include foul water drainage shall be submitted and agreed in writing with the Local Planning Authority. The works/scheme shall be constructed and completed in accordance with the approved plans. (Reason - To ensure that a satisfactory method of foul water drainage and to prevent the increased risk of pollution to the water environment).
3. Prior to the commencement of any development, a scheme for the provision and implementation of surface water drainage shall be submitted and agreed in writing with the Local Authority. The works/scheme shall be constructed and completed in accordance with the approved plans/specification at such time(s) as may be specified in the approved scheme. (Reason - To ensure a satisfactory method of surface water drainage).
4. No development shall take place on the application site until the implementation of a programme of archaeological work has been secured in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. (Reason - To secure the provision of archaeological excavation and the subsequent recording of the remains).
5. Prior to the first use of the development hereby approved the three passing bays as detailed on plan number R 1623/2 shall be constructed and made available for use. They shall be maintained as such thereafter. (Reason - To ensure that there is no conflict of traffic movements by vehicles going to and from the site in the interest of highway safety).
6. Prior to the commencement of the development, hereby approved, and notwithstanding the approved plans, the following details shall be submitted to and approved in writing by the Local Planning Authority
 - a) External materials
 - b) Fencing and gates
 - c) External lighting
 - d) Areas of hard landscaping

Thereafter the approved details shall be implemented. (Reason – To ensure that the development is not incongruous and does not adversely affect the visual amenity of the area).

7. Prior to the first use of the development hereby permitted a biodiversity scheme shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved scheme shall be implemented in accordance with an agreed programme and timetable. (Reason – To enhance the biodiversity levels of the site).
8. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.
(Reason - To enhance the quality of the development and to assimilate it within the area.)
9. Prior to the commencement of the development hereby approved a water conservation strategy shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved details shall be implemented.
(Reason - To comply with Policy NE/12 Water Conservation of the South Cambridgeshire Development Control Policies, 2007).
10. During the period of construction no power operated machinery shall be operated on the premises before 08.00 hours on weekdays and Saturdays nor after 18.00 hours on weekdays and 13.00 on Saturdays (nor at any time on Sundays or Public Holidays) unless otherwise agreed in writing with the Local Planning Authority in accordance with any agreed noise restrictions. (Reason – To protect the residential amenities of the adjacent dwellings).
11. Prior to the commencement of the development hereby approved details of the design and construction methodology shall be submitted to and approved by the Local Planning Authority. (Reason – The development is in close proximity to the Cambridgeshire Guided Busway and construction methods need to be taken into account).
12. Prior to the commencement of the development hereby approved a Green Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the Green Travel Plan shall be implemented. (Reason - In the interest of sustainable travel).
13. Prior to commencement of the development hereby approved details of the measures to be undertaken to reduce the consumption of energy and other resources which shall include the use of renewable energy sources where practicable shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved scheme shall be implemented. (Reason – To seek to reduce the ongoing energy needs of the development hereby permitted).
14. The occupation of the development, hereby permitted, shall be limited to NIAB for the first 10 years from the first date of occupation. (Reason - The very special circumstances put forward include the unique situation of NIAB).

Informatives

1. During the period of construction there shall be no bonfires or burning of waste on site except with the prior permission of the Environmental Health Officer in accordance with best practice and existing waste management legislation.

2. Should pile driven foundations be proposed then before works commence a statement of the method of construction shall be submitted and agreed by the District Environmental Health Officer so that noise and vibration can be controlled.
3. The Environment Agency comments as follows:

“Any culverting or works affecting the flow of a watercourse requires the prior written Consent of the Environment Agency under the terms of the Land Drainage Act 1991/Water Resources Act 1991. The Environment Agency seeks to avoid culverting, and its Consent for such works will not normally be granted except as a means of access.

The granting of planning approval must not be taken to imply that consent has been given in respect of the above.

All surface water from roofs shall be piped direct to an approved surface water system using sealed downpipes. Open gullies should not be used.

Only clean, uncontaminated surface water, should be discharged to any soakaway, watercourse or surface water sewer.

Surface water from roads and impermeable vehicle parking areas shall be discharged via trapped gullies.

Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from lorry parks and/or parking areas for fifty car park spaces or more and hardstandings should be passed through an oil interceptor designed compatible with the site being drained. Roof water shall not pass through the interceptor.

All foul sewage or trade effluent, including cooling water containing chemical additives, or vehicle washing water, including steam cleaning effluent shall be discharged to the foul sewer.

Anglian Water Services Ltd should be consulted by the Local Planning Authority and be requested to demonstrate that the sewerage and sewerage disposal systems serving the development have sufficient capacity to accommodate the additional flows, generated as a result of the development, without causing pollution or flooding. If there is not capacity in either of the sewers, the Agency must be reconsulted with alternative methods of disposal.

Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters”.

Background Papers: the following background papers were used in the preparation of this report:

- South Cambridgeshire Local Development Framework Development Control Policies 2007
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning File Ref: S/0349/07/F

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

5th September 2007

AUTHOR/S: Executive Director / Corporate Manager - Planning and Sustainable Communities

S/2463/06/F and S/2464/06/LB - CONINGTON

Conversion of Barn and Outbuildings into Four Dwellings with Attached Fences and Gates and Alterations, Restoration and Conversion of Barn and Outbuildings to Form 4 Residential Units with Attached Fences and Gates. Demolition of Building E at Marshalls Farm, Conington for Mr N Wright

**Recommendation: Refusal of S/2463/06/F, Approval of S/2464/06/LB
Date for Determination: 15th February 2007**

Members will visit the site on Monday 3rd September 2007

Site and Proposal

1. The application site lies to the east of Conington village, and takes its access from Elsworth Road. At the current time, the site comprises a former farmyard with surrounding farmland. There are a number of buildings on the site, comprising a number of old barns and outbuildings centred around a courtyard. The farm buildings and yard are associated with Marshalls Farm, but are no longer in active use. There is a listed Grade II timber-framed and plastered farmhouse immediately to the south of the site. The site lies outside the defined settlement boundary of the village.
2. These applications, submitted on 21st December 2006, propose the residential conversion of the redundant farm buildings at Marshalls Farm, to create four dwellings with ancillary garages. Vehicular access is to be obtained from the existing entrance on Elsworth Road. Amended drawings received by letter dated 22nd June 2007 show the one two storey 4 bedroom dwelling to incorporate a live work area. The 3 remaining dwellings are all single storey and are either three bedroom (2 no.) or two bedroom (1 no.)

Planning History

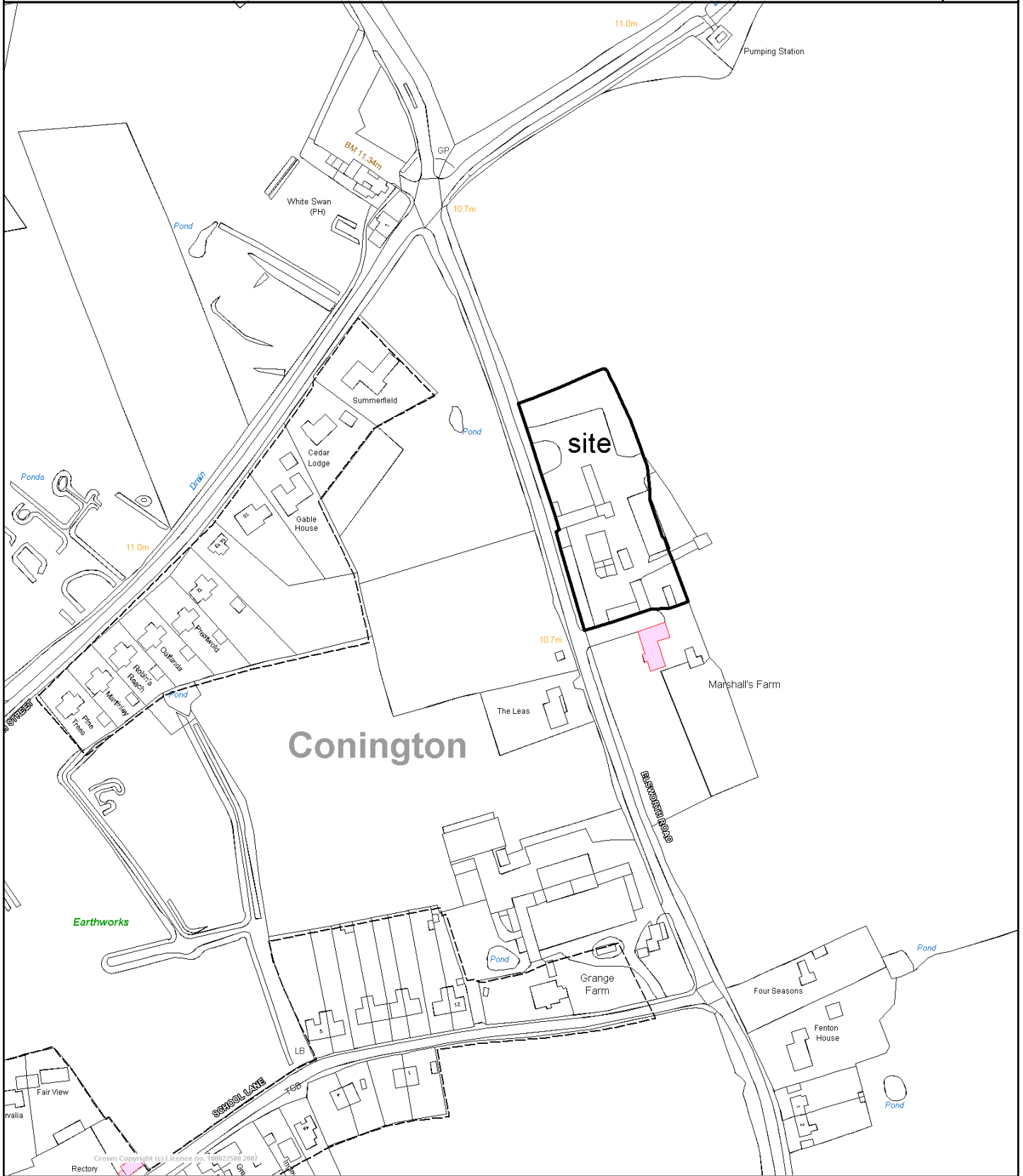
3. **S/0036/02/F** - Conversion of farm buildings to B1 (offices/research and development/light industrial) and B8 (warehousing/storage) together with demolition of existing sheds and their replacement with a single storey building for B1 use. This application was approved with conditions on 9th April 2002.
4. **S/0035/02/LB** - Internal and external alterations and conversion of barn B to offices; Including new timber floor on steel frame support, staircase, W.C.'s and Kitchen. Conversion of attached buildings A and D to offices and demolition and rebuilding of building C. This application was approved with conditions on 26th February 2002.

Planning Policy

Cambridgeshire and Peterborough Structure Plan 2003:

5. Policy **P1/2** states that development will be restricted in the countryside unless the proposals can be demonstrated to be essential in a particular rural location.

S-2463-0-F & S-2464-07-LB



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Scale 1/2500 Date 22/8/2007

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September 2007 Planning Committee

6. Policy **P1/3** explains that a high standard of design and sustainability for all new development will be required which provides a sense of place that responds to the local character of the built environment.
7. Policy **P5/2** notes that at least 50% of new dwelling should be located on previously developed land, or utilise existing buildings.
8. Policy **P5/3** states that the average density of new housing development needs to be increased, and that densities of less than 30 dwellings per hectare will not be acceptable.
9. Policy **P5/5** notes that small scale housing development will be permitted in villages only where appropriate, taking into account the need for affordable rural housing, the character of the village and its setting, and the level of jobs, services, infrastructure and passenger transport provision in the immediate area.
10. Policy **P7/6** explains that Local Authorities will protect and enhance the quality and distinctiveness of the historic built environment.

South Cambridgeshire Core Strategy Development Plan Document January 2007:

11. Objective **ST/e** notes that to protect the varied character of the villages of South Cambridgeshire it will be ensured that the scale and location of development is in keeping with its size, character and function.
12. Objective **ST/j** states that the District's built and natural heritage will be protected and that new development protects and enhances the townscape assets of local urban design, cultural and conservation importance, and character of landscape.
13. Objective **ST/k** explains that development will be located where it will ensure maximum use of previously developed land, and minimises loss of countryside.
14. Policy **ST3** notes that between 1999 and 2016 at least 37% of new dwellings will either be located on previously developed land or utilise existing buildings.
15. Policy **ST/7** states that Conington has been designated as an 'infill-only' village, where residential development and redevelopment within the village framework will be restricted to not more than two dwellings.

South Cambridgeshire Development Control Policies Development Plan Document (July 2007):

16. Policy **DP/1** states that development will only be permitted where it is demonstrated that it is consistent with the principles of sustainable development, as appropriate to its location, scale and form.
17. Policy **DP/2** notes that new development must be of high quality design, and should preserve or enhance the character of the local area, provide a sense of place whilst responding to the local context and respecting local distinctiveness, and be compatible with its location.
18. Policy **DP/3** explains that development proposals must provide, as appropriate to the nature and scale of the proposal: affordable housing; appropriate access; car parking; cycle parking; outdoor play space; screened storage and collection of refuse; a design that minimises opportunities for crime; and financial contributions towards infrastructure and services.

19. Policy **DP/7** states that outside village frameworks, only development for agriculture, horticulture, forestry, outdoor recreation and other uses which need to be located in the countryside will be permitted.
20. Policy **HG/2** notes that residential developments will contain a mix of units providing accommodation in a range of types, sizes and affordability, to meet local needs.
21. Policy **HG/3** states that for residential developments on all sites of two or more dwellings, 40% or more of the dwellings will be required to be affordable.
22. Policy **HG/8** explains that planning permission for the conversion of rural buildings to residential use will not generally be permitted. Permission will only be exceptionally granted where it can be demonstrated that, having regard to market demand or planning considerations:
 - a) Firstly it is inappropriate for any suitable employment use.
 - b) Secondly, it is inappropriate for employment with a residential conversion as a subordinate part of a scheme for business re-use.

Any conversion must meet a number of criteria, which include the following:

- a) The buildings are structurally sound.
- b) The buildings are not of a makeshift nature and have not been allowed to fall into such a state of dereliction and disrepair that any reconstruction would require planning permission as a new building.
- c) The buildings are capable of re-use without materially changing their existing character or impact upon the surrounding countryside.
- d) The form, bulk and general design of the buildings are in keeping with their surroundings.
- e) Perform well against sustainability issues highlighted by Policy DP/1.

Any increase in floor area will not be permitted except where it is necessary for the benefit of design, or in order to better integrate the development with its surroundings. Future extensions of such buildings will not be permitted. Incidental uses such as car parking and storage should be accommodated within any group of buildings, or on well related land where landscaping can reduce the visual impact of the new site.

Development must be in scale with the rural location. Residential uses must be located close to local services and facilities, and in an accessible location with a choice of means of travel, including non-motorised modes. The cumulative impact of the conversion of a number of buildings on adjoining sites or the local area will also be considered.

Residential conversion permitted as a subordinate part of a scheme for residential re-use will be secured by condition or agreement to ensure the occupation of the dwelling remains directly related to the operation of the enterprise. The dwelling part of the unit must be interdependently linked with the commercial part. A live-work unit should have a minimum of 40 sqm definable functional workspace in addition to the residential element.

23. Paragraph 4.23 considers **Planning Policy Statement 7**: "Sustainable Development in Rural Areas". It explains that there has been considerable pressure to convert barns and vacant rural buildings into residential units, but this is clearly contrary to the general policy of restricting housing proposals outside established village limits. Policy **ET/7** supports conversion of appropriate buildings for employment uses, and this remains the preferred use for such buildings. If this cannot be achieved the

second preference is for a residential unit directly tied to operation of rural enterprise, often referred to as a live-work unit. This would be more sustainable than a conversion for residential use, due to the reduced implications for commuting. Conversion purely for residential use will only be permitted as a last resort, particularly to secure the future of buildings of particular architectural quality or character.

24. Policy **NE/6** states that new development should aim to maintain, and enhance, restore or add to biodiversity. Where there are grounds to believe a proposal may affect a protected species, applicants will be expected to provide an adequate level of survey information to establish the extent of the potential impact together with possible alternatives/ mitigation schemes for the development. Previously developed land will not be considered to be devoid of biodiversity. The re-use of such sites must be undertaken carefully with regard to existing features of biodiversity interest.
25. Policy **NE/11** notes that in relation to flood risk, applications will be judged against national policy (currently PPS25).
26. Policy **CH/3** explains that applications for planning permission and listed building consent will be determined in accordance with legislative provisions and national policy (currently within PPG15).
27. Policy **CH/4** explains that planning permission will not be granted for development which would adversely affect the curtilage or wider setting of a Listed Building.

Consultations

28. **Conington Parish Council**- Recommends approval. A number of points raised, including:
 - a) The buildings are currently run down and unattractive, and detract from the adjacent listed building
 - b) The plans appear to be well thought-out and would enhance the village
 - c) There would be no new-build, and the height would remain the same
 - d) The access would remain the same
 - e) Would bring new facilities into the village and not strain current facilities
29. With regards to the first review of the scheme, the Parish Council stated that there were no objections.
30. **Local Highways Authority** - Problems over the site plan edged red not corresponding to the plan in the Design and Access Statement. Discrepancies between existing/new access on the site, as annotated in the submitted plans. Requests amended layout plan indicating the required geometry to be obtained from the applicant/agent.
31. Revised comments explain that there would be no significant effect on the public highway. If the applications are approved, then need to add an informative to the effect that granting planning permission does not constitute permission or licence to developer to carry out works within, or disturbance of, or interface with, the public highway, and that a separate permission must be sought from the Highways Agency for such works.
32. **Conservation Officer** – In principle there are no objections, but boundaries need to be simplified and amendments to the fenestration are requested. Recommendation is for approval, subject to amendments. Further comments on the first review of the

scheme, it was stated that further amendments are required, but these can be conditioned (door openings, glazing bars, windows, fence).

33. **Building Regulations** - Insufficient details for detailed approval. Concerns over access road width for fire engine; unprotected areas may be a concern if the cladding is replaced; surface spread of flame to roofs exposed; potential flooding issues. Following the first review of amended plans, revised comments stated that the buildings will need to meet the required thermal performance under Part L, and strengthened as required. Foundations may be of concern but can be addressed on site with the engineer. As long as these are dealt with there are no major concerns.
34. **Ecology Officer** - Holding objection, until details on bat population is investigated. Revised comments state that there are no objections to biodiversity impact. A condition should be added to any approval with regards to bat roosting places and other nest boxes. The officer would also welcome the opportunity to discuss the erection of artificial nest boxes for barn owls.
35. **Natural England** - Recommends refusal of the planning application on grounds that the application contains insufficient survey information to demonstrate whether or not the development would have an adverse effect on legally protected species. Revised comments following the submission of a survey note that the agency withdraws its objection from the scheme, but suggests a number of conditions to be added to any approval.
36. **Environment Agency** - No objections, but suggests a number of conditions and informatives to be attached to any approval.
37. **Anglian Water** - Connection proposals to the foul sewer within Elsworth will be considered following submission of a formal Section 106 sewer connection application. Note that there are no public surface water sewers within the vicinity of the site, and therefore alternative methods of disposal will be required.
38. **Corporate Manager (Health and Environmental Services)** - Concerns over the Impact of traffic noise on the site. Requests baseline noise survey for the site and the proposed development, together with a noise mitigation schedule. Also proposes a number of informatives to be added to any approval. A revised response to the proposals is currently being completed, and will be reported verbally at Committee.
39. **County Council Financial Planning Officer**- Seeks contribution from developer of £20,900 for additional places at both primary and secondary school level.

Representations

40. No representations were received in relation to the proposals.

Planning Comments – Key Issues

41. In April 2002 under LPA reference S/0036/02 planning permission was granted for the conversion of farm buildings on the site to B1 and B8 uses, together with the demolition of existing sheds and their replacement with a single storey building for B1 use. Listed building consent was gained in 2002 for the internal and external alterations to the barns, including demolition and rebuilding (LPA reference S/0035/02/LB).

42. The current applications propose the conversion of the barn and outbuildings into four dwellings, with attached fences and gates. A range of supporting documents was submitted with the applications that include the following:
- a) Flood risk assessment
 - b) Design and access statement
 - c) Building design statement
 - d) Report on potential conversion to office use
 - e) Planning statement
43. Further information was requested which resulted in the following being submitted in March 2007:
- a) Structural survey
 - b) Protected species survey
 - c) Noise assessment report
 - d) Further details of marketing that has been undertaken
 - e) Revised plans, taking into account the Conservation Officer's comments
44. Amended consultation responses were received, the details of which are detailed above.
45. The applicants state that potential employment uses have been fully investigated at the site and, that as a result of the Council granting planning permission in 2002 for the conversion of the barns on the site for employment uses, the principle of development on the site and the buildings being capable of and suitable for re-use has already been accepted.

Structural condition of the buildings

46. Following a site inspection it was clear that the buildings on the site are of poor quality, with corrugated steel covering gaps on the elevations on a number of the barns. It is questionable, therefore, whether the barns on the site are worthy of conversion. As there has been a period of almost five years since the last permission on the site, it is considered that the barns have fallen into a worse state of disrepair than may have previously been the case. A structural report was requested from the applicant, which was sent for consultation to the Council's Building Inspector for comments. The officer responded highlighting a number of issues, although there was no major objection to the proposed scheme in principle. The Structural Condition Survey concluded that "The conversion of the farm buildings into domestic accommodation is structurally viable with most of the existing structures used in either their present form or with limited modification and strengthening and without substantial demolition or re-building".

Marketing of the site

47. The agent's supporting statement outlines the marketing which has taken place. This campaign was undertaken after consent was granted for employment uses on the site. The campaign comprised the following:
- a) Preparation of sales particulars that were sent to local agents.
 - b) Display of 'to let' boards on the A14.
 - c) Advertisements in the local press (Cambridge Evening News and Hunts Post).

48. Although the applicants have submitted further details regarding the marketing of the site, it is considered that the details provided are still unacceptable, and do not illustrate that the site is inappropriate for suitable employment use. It is not considered, therefore, that the buildings and application site have been marketed sufficiently as the evidence of doing so has not been produced in detail as part of the applications. No information has been submitted with the applications with regards to the sales particulars which were sent to local agents. There is neither a copy of the particulars, nor a list of the agents or dates when the brochures were sent out to them. There is also no evidence that boards were placed on the A14, and no photographs have been produced with dates on them. In relation to the advertisements that were in the local press, the only dates produced were on eight occasions between 7th February and 4th May 2004 (a period of less than 12 weeks). Copies of the advertisements have not been produced by the agents to support the planning application.
49. Incomplete information has been supplied with regards to any specific enquiries received, phone calls made, requests for detail etc or any follow ups to any enquiries and current status of any outstanding enquiries.

Recent appeal decision

50. Of some relevance to these current applications is the scheme which was submitted under LPA reference S/0351/03/O for residential development on land to the north of Impington Lane that is currently half in employment use, and half designated for residential uses. The Inspector's decision letter (dated 4th May 2006) notes that former Local Plan Policy EM8 requires an applicant to demonstrate that the site is inappropriate for any employment use to continue, having regard to market demand. To demonstrate this, the justification for the policy requires that any application should be accompanied by evidence that the property has been adequately marketed for a period of not less than 12 months on terms that reflect the lawful use and condition of the property.
51. The planning application was accompanied by a statement from the applicants which apparently set out justification for the use of the land for residential purposes. However, this contained no substantive information on marketing, and the Inspector concluded that the marketing information necessary to demonstrate that the site was inappropriate for employment use to continue had not been provided. It is considered that this previous appeal decision letter is relevant to the current application scheme, and that similarly the proposals for Marshalls Farm do not contain substantive information on the marketing of the site.

Update on the application scheme

52. This planning application was due to be reported to Committee on 5th June 2007, with a recommendation for refusal. However, the item was removed from the list at the request of the applicants so that further discussions and negotiations could take place.
53. A meeting was held at the end of June with the applicant's agent where it was agreed that the further information would be submitted with regards to marketing of the site and amendments to the scheme.
54. In a letter dated 18th July 2007 the agent submitted further marketing information on the site. However, this only included copies of the marketing particulars dating back to 2004 (3 years ago). Since this time, no further marketing of the site has taken place. It is considered therefore that this additional information submitted does not satisfy the need in policy terms to market the property.

55. In relation to the amended plans submitted, the scheme now includes one live-work unit. The applicant's agent states that there is low demand for such properties and that one such unit is appropriate on this site. With regards to the adopted Development Control Policies DPD, just providing one live-work unit is not considered to be acceptable given that the first preference for conversion of rural buildings is for employment use, the second is with an element of residential use (live-work unit) and only as a last resort should residential re-use be considered. One live-work unit is not acceptable.

Comments in relation to the Listed Building Consent application

56. In principle from a Listed Building perspective I have no objections to the conversion of the barn and outbuildings which comprise a mid-late 19th century three bay timber framed barn and ranges of attached fletton brick outbuildings; all the buildings are roofed in corrugated asbestos cement sheeting. Whilst I do not support the planning application I do not consider there are any material issues that prevent granting the Listed Building Consent application albeit in the knowledge that if Members are minded to refuse the planning application the works cannot go ahead.
57. The location and form of the fences has been revised since the first submissions and is now acceptable and the only comment concerns the close boarded sections. It is not clear from drawing 05-45-13C if the fence between Units 3 and 4 is close boarded for the entire length or if it is only the section nearest the buildings. It would be preferable, as with the other fences to have the majority of the fence as post and rail, however this could be dealt with by condition. The detail at the junction between the close boarded fence and the lower post and rail fence would be improved if the higher fence ramped down to form a gradual curve rather than an abrupt angle; this could also be dealt with by condition.
58. Amendments have also been made to the door opening on Unit 1 & 2 and the glazing bars have been omitted from the gable windows in Unit 3. However the detail above the windows on the east elevation of Unit 4 has not been revised and the gable windows in Unit 3 still extend up to the top of the gable. These windows are still considered to be too fussy and should be simplified by forming a simple rectangular opening. Again, rather than seek further amendments it should be possible to condition these elements and seek a more satisfactory detail.
59. There is no objection in principle to the introduction of solar panels, however the proposed location on the south-west elevation would be very prominent in the street scene and would result in a domestic appearance that would detract from the simple character and appearance of this curtilage listed former agricultural building. If it is not practical to install the panels on an inner facing elevation, it may be possible to site them on the ground.

Conclusions

60. The Core Strategy and Development Control Policies DPD's have now been adopted by the District Council. A site visit is to be made by the members of Planning Committee to view the redundant agricultural buildings at Marshalls Farm so that they can take a view as to whether the buildings are worthy of conversion to residential use. Paragraph 4.23 of the Development Control Policies DPD concludes that "conversion for purely residential use will only be permitted as a last resort, particularly to secure the future of buildings of particular architectural quality or character". It is my consideration that the buildings are not of particular architectural quality and character to allow them to be converted to residential use in this instance. Since the permission granted to convert the barns into employment use five years

ago, it is considered that they have fallen into a worse state of disrepair than may have previously been the case, and are not of particular quality or character.

61. If Members consider that the buildings are of particular quality or character, then further thought needs to be given to the marketing of the site, which is considered to be inadequate on two matters. Firstly, that the marketing of the site did not last long (advertisements placed in newspapers only took place between February and August 2004), and secondly that this brief marketing undertaken now dates back to over three years ago and is therefore not up to date. It is my consideration that the marketing undertaken on the site is inadequate and that further marketing of the site would need to be undertaken to illustrate that that a business re-use of the buildings cannot take place.
62. In addition to the above, the adopted Core Strategy at Policy ST/7 notes that Conington is an 'infill-only' village, whereby residential development and redevelopment (within village frameworks) will be restricted to not more than two dwellings (and up to eight dwellings where it would lead to the sustainable recycling of brownfield land, bringing overall benefit to the village). The application site lies outside the village framework and proposes four dwellings on the site. Conington has been designated an 'infill-only' village as a result of its poor range of services and facilities.
63. It is considered that the application proposals constitute unsustainable development in the open countryside.
64. If Members are minded to approve the planning application there would be a policy requirement for 40% or more of the dwellings to be affordable. This would not apply to the live/work unit. If the applicant can demonstrate that there may be difficulties over delivery or management of small numbers of affordable houses, a financial contribution towards off-site provision may be acceptable.

Recommendations

65. I therefore recommend refusal of the planning application, for the reasons given below and approval of the Listed Building application subject to conditions referred to above and to other safeguarding conditions.

Reasons for refusal of the planning application:

1. The proposed residential use of the former agricultural barns is considered to be unacceptable as whilst the applicants have submitted a report stating that the buildings are structurally sound, it is considered that they are not of particular architectural quality or character to justify converting for residential use in preference to an employment use or as a subordinate part of a scheme for business use. The scheme is therefore contrary to Policy HG/8 and paragraph 4.23 of the Development Control Policies Development Plan Document 2007.
2. The proposed conversion of the barns is unacceptable, as insufficient information has been provided by the applicant's to illustrate the appropriate marketing of the site. In particular, there has been no recent marketing of the site (i.e. in the last 12 months). It is considered that the justification statements submitted to support the application are not sufficient to justify the proposed scheme, and the proposal is contrary to Policy HG/8 (1a) of the Development Control Policies Development Plan Document 2007.

3. The application proposals are considered to be inappropriate development in the open countryside that is contrary to Policy P1/2 of the Cambridgeshire and Peterborough Structure Plan 2003, which states that development will be restricted in the countryside unless the proposals can be demonstrated to be essential in a particular rural location. In addition, the application scheme does not accord with Policy HG/8 (1) of the Local Development Framework Development Control Policies DPD document, which explains that planning permission for the conversion of rural buildings for residential use will not generally be permitted, and that it will only be exceptionally granted where it has been demonstrated, having regard to market demand or planning considerations, that the site is inappropriate for any suitable employment use and that conversion for residential use will only be permitted as a last resort.

Background Papers: the following background papers were used in the preparation of this report:

- South Cambridgeshire Local Plan 2004
- South Cambridgeshire LDF Core Strategy 2007
- South Cambridgeshire LDF Development Control Policies 2007
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning Files Reference S/0036/02/F and S/2463/06/F
- Listed Building files reference S/2464/06/LB and S/0035/02/LB
- Copy of appeal decision letter reference APP/W0530/A/05/1194497

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee5th September 2007**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

**S/1183/07/F - SWAVESEY
Dwelling and Garage at
Land adjacent 24 Taylors Lane for Mrs D Thwaites****Recommendation: Delegated Approval****Date for Determination: 6th August 2007**

This Application has been reported to the Planning Committee for determination because it is a departure from the Development Plan.

Departure application**Conservation Area**

Members will visit the site on 3rd September 2007.

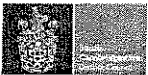
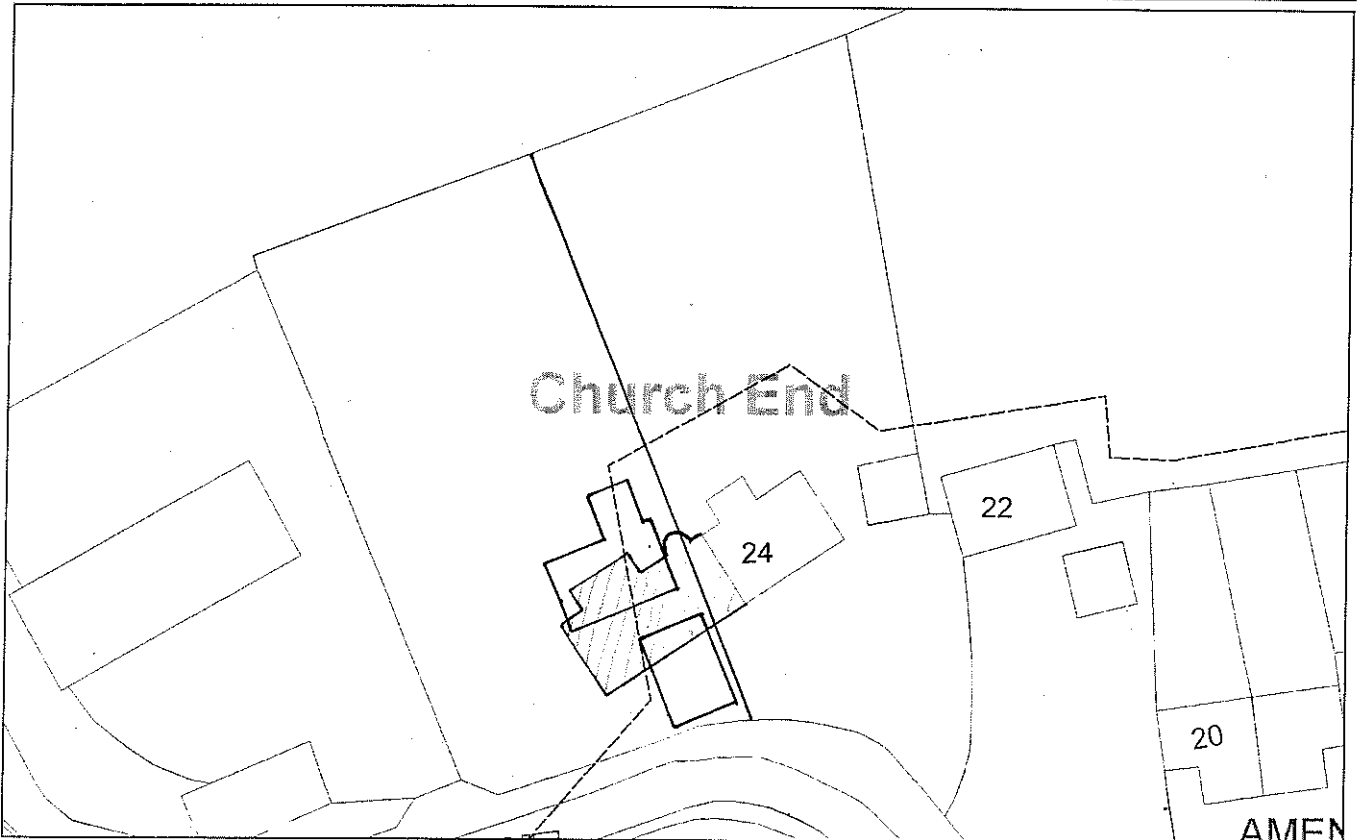
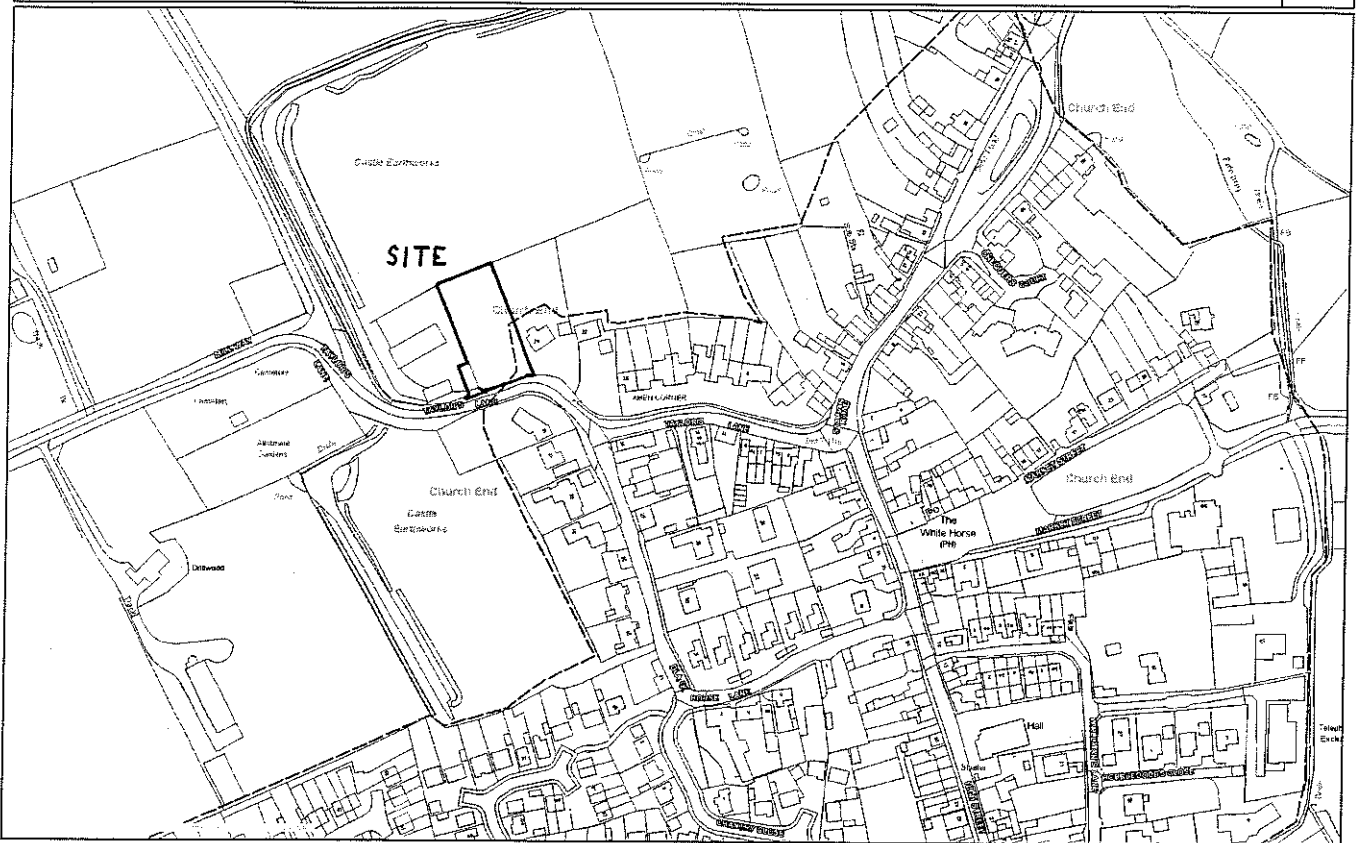
Site and Proposal

1. This 0.16ha site lies to the north and east of the village. It is residential garden land forming the side portion of the garden to No. 24. It is within the Castle Hill Earthworks Scheduled Ancient Monument (SAM).
2. The site lies mostly outside of the village framework (as shown on the attached plan).
3. Adjacent and to the west are agricultural buildings that were used for the storage of builders materials (planning permission expired in June 2002) and have now reverted to agricultural use.
4. The Full planning application, received 11th June 2007 and amended 4th July 2007, proposes to erect a four bedroom house and garage. The house would be approximately 9.7m high to the ridgeline, 5.7m to the eaves and would straddle the village framework so that the majority of the house would be outside of the village framework. The garage building would be set to the front of the house and would be within the framework.
5. The density is approximately 6 dwellings/ha.
6. The trees on the frontage are to be retained and an existing farm access will be utilised and shared.

Planning History

7. In the late 1960's and in 1987 permission was refused for residential development, and 68 houses, respectively, on a large site encompassing the application site.
8. **S/1532/81/O** – Dwelling – refused Oct 1981, appeal dismissed July 1982.

SI1183/07/F



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Scale 1/500

Date 23/8/2007

Centre = 535967 E 269033 N

9. **S/1199/89/F** - Extension to 24 Taylors Lane – approved Sept 1989 (renewed June 1994, July 1999 and June 2004).
10. **S/0305/06/F** – One dwelling – refused April 2006, appeal withdrawn Jan 2007.

Planning Policy

Cambridgeshire and Peterborough Structure Plan 2003:

11. **Policy P1/2** (Environmental Restrictions on Development) restricts development in the countryside unless the proposals can be demonstrated to be essential in a particular rural location.
12. **Policy P1/3** (Sustainable Design in Built Development) requires compact forms of development through the promotion of higher densities that responds to the local character of the built environment. A high standard of design and sustainability for all new development will be required which provides a sense of place, which responds to the local character of the built environment, conserves important environmental assets of the site and pays attention to the detail of form, massing, textures, colours and landscaping.
13. **Policy P5/5** (Homes in Rural Areas) – small scale housing developments will be permitted in villages only where appropriate, taking into account the need for affordable rural housing, the character of the village and its setting, and the level of jobs, services, infrastructure and passenger transport provision in the immediate area.
14. **Policy P7/6** (Historic Built Environment) LPA's will protect and enhance the quality and distinctiveness of the historic built environment.

South Cambridgeshire Local Development Framework Development Control Policies Development Plan Document 2007:

15. **DP/1** (Sustainable Development) states (in part): Development will only be permitted where it is demonstrated that it is consistent with the principles of sustainable development, as appropriate to its location, scale and form. It should:
 - a) Minimise the need to travel and reduce car dependency;
 - b) Make efficient and effective use of land by giving priority to the use of brownfield sites and achieve adaptable, compact forms of development through the use of higher densities;
 - c) Include mixed-use development of compatible uses as appropriate to the scale and location of the development;
 - d) Minimise flood risk;
 - e) Conserve and wherever possible enhance local landscape character;
 - f) Conserve and wherever possible enhance cultural heritage.

16. **DP/2** (Design of New Development) states (in part): All new development must be of high quality design and, as appropriate to the scale and nature of the development, should:
 - a) Preserve or enhance the character of the local area;
 - b) Conserve or enhance important environmental assets of the site;
 - c) Include variety and interest within a coherent design, which is legible and provides a sense of place whilst also responding to the local context and respecting local distinctiveness;
 - d) Be compatible with its location and appropriate in terms of scale, mass, form, siting, design, proportion, materials, texture and colour in relation to the surrounding area;
 - e) In the case of residential development, provide higher residential densities, and a mix of housing types including smaller homes;
 - f) Include high quality landscaping compatible with the scale and character of the development and its surroundings.

17. **DP/3** (Development Criteria) states (in part): All development proposals should provide, as appropriate to the nature, scale and economic viability:

Appropriate access from the highway network that does not compromise safety, enhanced public and community transport and cycling and pedestrian infrastructure

Planning permission will not be granted where the proposed development would have an unacceptable adverse impact: on residential amenity; from traffic generated; on village character; on the countryside, and landscape character; on flooding and flood risk.

18. **DP/7** (Development Frameworks) states (in part): “Outside urban and village frameworks, only development for agriculture, horticulture, forestry, outdoor recreation and other uses which need to be located in the countryside will be permitted.”

19. **HG/1** (Housing Density) states (in part): “Residential developments will make best use of the site by achieving average net densities of at least 30 dwellings per hectare unless there are exceptional local circumstances that require a different treatment.”

20. **NE/11** (Flood Risk): In relation to flood risk, applications for planning permission will be judged against national policy.

21. **CH/5** (Conservation Areas) states (in part): Planning applications for development proposals in or affecting Conservation Areas will be determined in accordance with legislative provisions and national policy and guidance contained in specific Conservation Area Appraisals and the District Design Guide.

22. Swavesey Conservation Area appraisal was adopted as Council Policy on 8th June 2006.

South Cambridgeshire Local Plan 2004 Part 2:

23. Paragraph 88.18

88.18 In view of the open nature of the surrounding countryside and the linear nature of the settlement there are only limited opportunities for further development without materially harming the character of Swavesey. The northern part of the village, around and including the Conservation Area, represents Swavesey's historic past. The District Council will restrict development here and aim to enhance its character.

Consultation

24. **Swavesey Parish Council** – recommends refusal. It states:

“Swavesey Parish Council objects to this application and supports the reasons made by SCDC in refusing the original application for a dwelling and garage on this site in April 2006. The Parish Council does not consider that any material changes have been made with this new application.

Application site lies outside of the defined village framework boundary. Development would be contrary to policies aimed at protecting the countryside and village frameworks.

Development is proposed in the Conservation Area at the very edge of the built up area of the village and would result in loss of views across the Scheduled Ancient Monument. The positive vista across the proposed site, as detailed in the Conservation Area Appraisal would be adversely affected.”

25. **Trees and Landscape Officer**

“A constraints plan and root protection areas in accordance with BS5837 to be submitted to accommodate the trees to be retained. No objection otherwise.”

26. **Middle Level Commissioner**

The attenuation of surface water discharge from the site will be required.

27. **Local Highway Authority**

“The visibility to the west of the existing entrance is very limited and the intensification of use even to the limited extent of one extra dwelling is a concern.

The Highway Authority would prefer to see as part of the application that the access to the site and number 24 be relocated to the east, by 5m or so, as this will significantly improve visibility and reduce the potential hazard.

Normally the Highway Authority would seek splays of 2.4m x 90m for a 30mph road. However, given the quiet nature of Taylors Lane (it serves five farms, a small cemetery and two small areas of allotment gardens, before becoming a footpath) the principles of the Manual for Streets could be applied. However, before the Highway Authority could consider a reduction in the Y distance of the visibility splays, empirical evidence, in the form of a speed survey and traffic count will need to be provided.

Please make the applicant aware that the Highway Authority will seek a condition to any planning permission to the effect that all vegetation within the visibility splays

must either be maintained at a height of less than 600mm or have a clear stem height of 2m.

In its present form the Highway Authority requests that the application be refused on the grounds of highway safety”.

28. **Conservation Manager**

Observations:

As noted by the Parish, this new dwelling will close off views out of the Conservation Area across the Scheduled Ancient Monument site, a view that was identified as a positive vista in the Conservation Area Appraisal. However, it should be noted that there is a valid planning permission to build a very substantial extension on to 24 Taylors Lane which would close off even more of the view than would be obscured by the new dwelling. Currently Nos. 22 and 24 Taylors Lane have a similar footprint and massing and the proposed new dwelling would again have a similar footprint and massing. The alternative option of a vastly extended No 24 would create an architectural imbalance between No 24 and No 22, whereas the current proposal would result in three dwellings of similar massing. Therefore, when compared to the previous approved extension, the impact of the proposed new dwelling will be less harmful.

The design of the dwelling generally adopts the design principles found in traditional 19th century dwellings found elsewhere in the village, and represents an appropriate design form for this part of the Conservation Area. However, I would recommend that the roof pitch on the main dwelling is reduced to 30 degrees (a pitch of this angle is suitable for slate and is typical in the area). The garage block should also have its roof pitch lowered to 30 degrees, but I would also recommend that the roofing material on the garage is changed from slate to clay pantile. Also, in respect of the garage block, the cycle store doors should be timber, vertically boarded while the garage itself might be better left open as a cart-lodge structure with a central timber post dividing the wide opening. If doors are required then there should be two pairs of side hung timber doors of similar size and design to match those on the cycle store.

Subject to the above changes, it is my view that the proposed dwelling represents an enhancement of the Conservation Area when compared with the form, massing and bulk of the approved extension. Therefore while I might prefer to see no development on this site, that is not a realistic option and since this proposed dwelling will have less impact, I have no objection to the proposal.

In the event of the scheme be granted planning permission I would wish to see conditions added requiring:

1. Agreement of samples of all external materials,
2. That all windows and doors will be timber, with the windows to be double hung sashes with a paint finish (details to be agreed prior to commencement on site).
3. Openings in brickwork to have fan shaped, flat brick arches over, (details to be agreed prior to commencement on site).
4. Agreement of details of all boundary treatments.

5. Agreement of a scheme of hard and soft landscaping (including materials for drive etc).
6. Withdrawal of Permitted Development rights - to ensure unapproved structures are not erected on the SAM etc.

29. **Environment Agency**

Objects to the proposal since the submitted Flood Risk Assessment (FRA) does not fully consider flood risk to the site.

Comments the Environment Agency made regarding the FRA submitted at pre-application stage have not been addressed.

“It is considered naïve to state in section 4 of the FRA that climate change will not have an impact on the proposed development. Increased peak rainfall and increased river flows are likely to result in greater flood extents and more frequent flooding. This should be considered against the expected lifetime of the development and mitigated against appropriately.

Although raised floor levels as mitigation against flooding has been mentioned in the FRA, no finished floor level has been stated. This information is required along with how the level has been decided upon. As per our letter of 11 June 2007 mitigation should follow the precautionary approach with recommended floor levels 300mm above the 1% probability flood level inclusive of climate change allowance”.

Representations

30. Three letters of objection have been received from the occupiers of 12 and 19 Taylors Lane and 10 St. Mary's Road, Bluntisham (currently in the process of purchasing 19 Taylors Lane).

The main points of objection are summarised below:

- a) Any dwelling here will extend the village framework which would change the character of this part of the village in a significant manner to the detriment of the village, the Conservation Area and the Scheduled Ancient Monument.
- b) Impact of the garage whose gable end will project into the street scene contrary to the 'positive vista' marked on the Conservation Appraisal map and the building will detract from this view. Any increased landscaping will also block off all views.
- c) Dwelling is too close to No. 24 – artificially to present as much of it as within the framework as possible. This will give an urban appearance.
- d) The District Council will not achieve its aim of enhancing the area by permitting this development as required by the Local Plan Part 2 at paragraph 88.18.
- e) “The proposed new house would certainly extend the village boundary since it would be the first residential property seen when entering the village along Taylors Lane from the Fen Drayton direction. It would have a far greater impact than an extension to No. 24 since the first view of Swavesey would be the driveway and side of the new property. The key positive vista from the lane across the garden and fields to the trees by the Church would be spoilt by the

solid brick expanse of the side elevation of the house, and the rural feel of this end of Taylors Lane would have been lost. It was agreed that the previous application 'failed to take into consideration the traditional characteristics of the designated Swavesey Conservation Area', and this is still the case – this will be the only house built in the vicinity in the past 25 years, and the nearest black timber-clad garage is over half a mile away”.

- f) The application refers in some of the papers to the erection of flats. This is clearly an error but it introduces confusion and uncertainty as to future intentions.

Planning Comments – Key Issues

31. The key issues to consider are:

- Design and impact upon the Conservation Area and Scheduled Ancient Monument
- Principle of development outside of the village framework
- Flood risk
- Highway safety

Design and impact upon the Conservation Area and Scheduled Ancient Monument

32. I note the comments of the Conservation Manager and I share his view that, subject to the revisions he has requested, the proposal represents an enhancement of the Conservation Area over the permitted extension.
33. At the time of writing the applicant is preparing revised plans to address all of the Conservation Manager's requirements. Members will be updated verbally at the committee meeting.
34. The reduction in the pitch of the roofslope should result in a dwelling that is no higher than No. 24 Taylors Lane.
35. Existing substantial vegetation is to be retained and will help to soften the appearance of the built form when viewed from Taylors Lane.
36. In 2005, the Secretary of State granted conditional scheduled monument consent for the erection of a detached dwelling in the grounds of 24 Taylor's Lane.

Development outside the framework

37. The site lies mostly outside of the village framework for Swavesey. The actual dwelling would straddle the boundary such that approximately half of the dwelling would lie outside and half within.
38. The site is currently garden land and the framework boundary is drawn here in a seemingly arbitrary way such that it does not follow any physical features on the land but nevertheless would appear to define No. 24 as the edge of the village.
39. Planning permission for a large side extension to No. 24 Taylors Lane, granted in 1989, remains extant. This extension, if developed, would fall largely outside of the village framework.

40. If the extension were built it would be possible to convert it to a dwelling, subject to planning permission. Apart from site specific issues of access, amenity etc such an application would be judged against the normal objection to dwellings in the countryside as part of the built form would fall outside of the line of the framework. It is unlikely there would be any argument that such a proposal would be visually harmful as the bulk and form are already approved. The issue would therefore be sustainability.
41. There would be enough of the built form within the framework to convert to a small additional dwelling for which there would be no policy objection in principle.
42. Swavesey is defined as a Group Village in the LDF Core Strategy where the village can support up to 8 dwellings or exceptionally up to 15 where this would make best use of a brownfield site. One further dwelling would not appear to compromise sustainability issues.
43. In the case of this application it is my view that the positive enhancement to the character and appearance of the Conservation Area that would ensue from this well designed dwelling incorporating high quality materials, compared with the extant permission for an extension, the benefit of forming a visual separation between the new dwelling and No. 24 (which would be lost in the permitted scheme), the fact that the land is already garden land and that half of the new dwelling and all of its garage would, in any case, be within the framework all combine to outweigh the normal policy objection to dwellings outside the framework in this instance.
44. In my opinion one additional dwelling would not be unsustainable in Swavesey and in this location would be closer to village services than from some other parts of the village. If it were to be repeated however it clearly would not be sustainable. However, I do not believe that this proposal, if approved, would create a precedent as it is the very specific factors identified above that lead me to conclude that it is acceptable. Such circumstances are unlikely to reoccur.
45. Neither is balancing material planning issues against the policy objection to new dwellings outside of the village framework unprecedented as the need to provide affordable housing on exception sites often takes precedence over sustainability issues and often involving larger numbers of dwellings in smaller villages.
46. Members will have to balance the views expressed above. My conclusion is that the proposal (as amended) will not result in an unsustainable development in its context, it may be possible to convert part of the permitted extension to an extra dwelling in any case, it would significantly enhance the Conservation Area over the approved extension, is on land that is already residential in character and is only partially outside of the village framework which is not defined on the ground.
47. Attached is a plan showing the approximate positions of the new dwelling and garage, the approved extension and the village framework boundary.

Flood Risk

48. I note the Environment Agency objection. However, at the time of writing a revised FRA is being produced and the applicant is confident that the revisions will satisfy the EA. If Members are minded to approve the application it would be subject to the FRA being acceptable and that the measures necessary to satisfy the EA do not result in the dwelling exceeding the height of No. 24 Taylors Lane. This is likely to be resolved prior to the committee meeting and Members will be updated verbally.

49. It has been confirmed to me that the FRA erroneously referred to the development as a number of flats. There is no intention to develop the site in this way.

Highway Safety

50. I note the objection on highway safety grounds. However, it is very likely that following the speed survey and traffic count information the Local Highway Authority will be satisfied. Again this is likely to be resolved prior to the committee meeting and Members will be updated verbally.
67. The Local Highway Authority has confirmed that any required visibility splays will not compromise the existing planting to the front of the site.

Departure

51. Although the application is a departure from the Development Plan, the small nature of the proposal does not lead me to consider it would need to be referred to the Secretary of State, bearing in mind also the factors mentioned in Paragraph 43 above.

Previous refusal and appeal

52. Planning application ref. S/0305/06/F was refused for the reasons given below:

1. **The application site lies outside the defined village framework of Swavesey. There is no justification for an exception to be made to the normal restraint policies which apply in this location and the proposals are therefore contrary to Policy SE8 of the South Cambridgeshire Local Plan 2004 and Policy P1/2 of the approved Structure Plan 2003, which aim to protect the countryside outside village frameworks from all but essential development.**
2. **The development is located within the Swavesey Conservation Area. The site is located on the edge of the village where there is a very clear visual transition between the built up village and the open countryside. The development of this site would result in the loss of views currently afforded across the Scheduled Ancient Monument from Taylor's Lane which is identified as being a positive vista in the Conservation Area Policy Document (draft) 2006. The trees and grass hedges fronting from Taylor's Lane are identified as contributing to the character and appearance of the locality. The proposed dwelling and the associated vehicular access are considered to harm these features. The proposal is therefore considered to be contrary to the provisions of Policy P7/6 of the Cambridgeshire and Peterborough Structure Plan 2003 and Policy EN30 of the South Cambridgeshire Local Plan 2004.**
3. **The site marks a break in the built form, which affords views over the Scheduled Ancient Monument site from a publicly accessible vantage point. To develop a dwelling in this location would lose this vista over the site. The scheme is therefore considered to be contrary to the provisions of Policy EN15(b) of the South Cambridgeshire Local Plan 2004, which aims to refuse planning permission for development which would damage the setting of Scheduled Ancient Monuments.**

53. As stated above I believe the proposal now provides sufficient justification for an exception to be made to the normal restraint policies. As such I consider it overcomes the first reason for refusal.
54. During the appeal the Council conceded that an error had been made with regard to the second and third reasons for refusal. The objection to the loss of views across the Scheduled Ancient Monument from Taylor's Lane was taken considering the proposal in isolation and did not take account of the extant planning permission for the extension. I note the comments of the Conservation Manager in this regard. He considers the proposal will actually result in less obstruction to the view than from the permitted extension.
55. The refused scheme included a new access that would have resulted in the loss of significant existing vegetation. The use of the existing farm access will not result in the loss of any trees. As such I consider the proposal has overcome the second reason for refusal.
56. For the reasons given above I consider that all three reasons for refusal have been overcome.
57. The appeal was withdrawn to allow the applicant an opportunity to overcome the Council's concerns.

Recommendation

58. Delegated approval subject to the EA's approval of the revised FRA, the dwelling not exceeding the height of No. 24 as a result, the support of the LHA and the revisions requested by the Conservation Manager, and to other safeguarding conditions.

Reasons for Approval

1. Although the development is not considered to accord with the Development Plan it is considered that sufficient justification has been given in this case for an exception to be made to the normal restraint policies which apply in this location. The following policies have been taken into consideration:
 - **Cambridgeshire and Peterborough Structure Plan 2003:**
 - P1/2** (Environmental restrictions on development)
 - P1/3** (Sustainable design in built development)
 - P5/5** (Homes in Rural Areas)
 - P7/6** (Historic Built Environment)
 - **South Cambridgeshire Local Development Framework Development Control Policies Development Plan Document 2007:**
 - DP/1** (Sustainable Development)
 - DP/2** (Design of New Development)
 - DP/3** (Development Criteria)
 - DP/7** (Development Frameworks)
 - HG/1** (Housing Density)
 - NE/11** (Flood Risk)
 - CH/5** (Conservation Areas)
 - **Local Development Framework Core Strategy 2007:**
 - ST/6** (Group Villages)

- **South Cambridgeshire Local Plan 2004 Part 2:**
Paragraph 88.18

2. The development is not considered to be significantly detrimental to the following material planning considerations which have been raised during the consultation exercise:

- Impact on the countryside
- Impact upon the character and appearance of the Conservation Area
- Impact on existing trees and planting
- Impact upon highway safety
- Flood risk
- Impact upon a Scheduled Ancient Monument
- Impact upon the street scene

Background Papers: the following background papers were used in the preparation of this report:

- South Cambridgeshire Local Plan 2004 Part 2
- South Cambridgeshire Local Development Framework Core Strategy and Development Control Policies Development Plan Document 2007
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning files Ref. S/1183/07/F, S/0305/06/F, S/1199/89/F and S/0853/04/F.

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee 5th September 2007
AUTHOR/S: Executive Director / Corporate Manager - Planning and Sustainable Communities

S/1154/07/F - HINXTON
Extension to Warehouse Building at Mighton Ltd, Hinxton Grange for Mighton Ltd

Recommendation: Refusal

Date for Determination: 8th August 2007

Notes:

This Application has been reported to the Planning Committee for determination at the request of District Councillor, Mr Orgee.

Site and Proposal

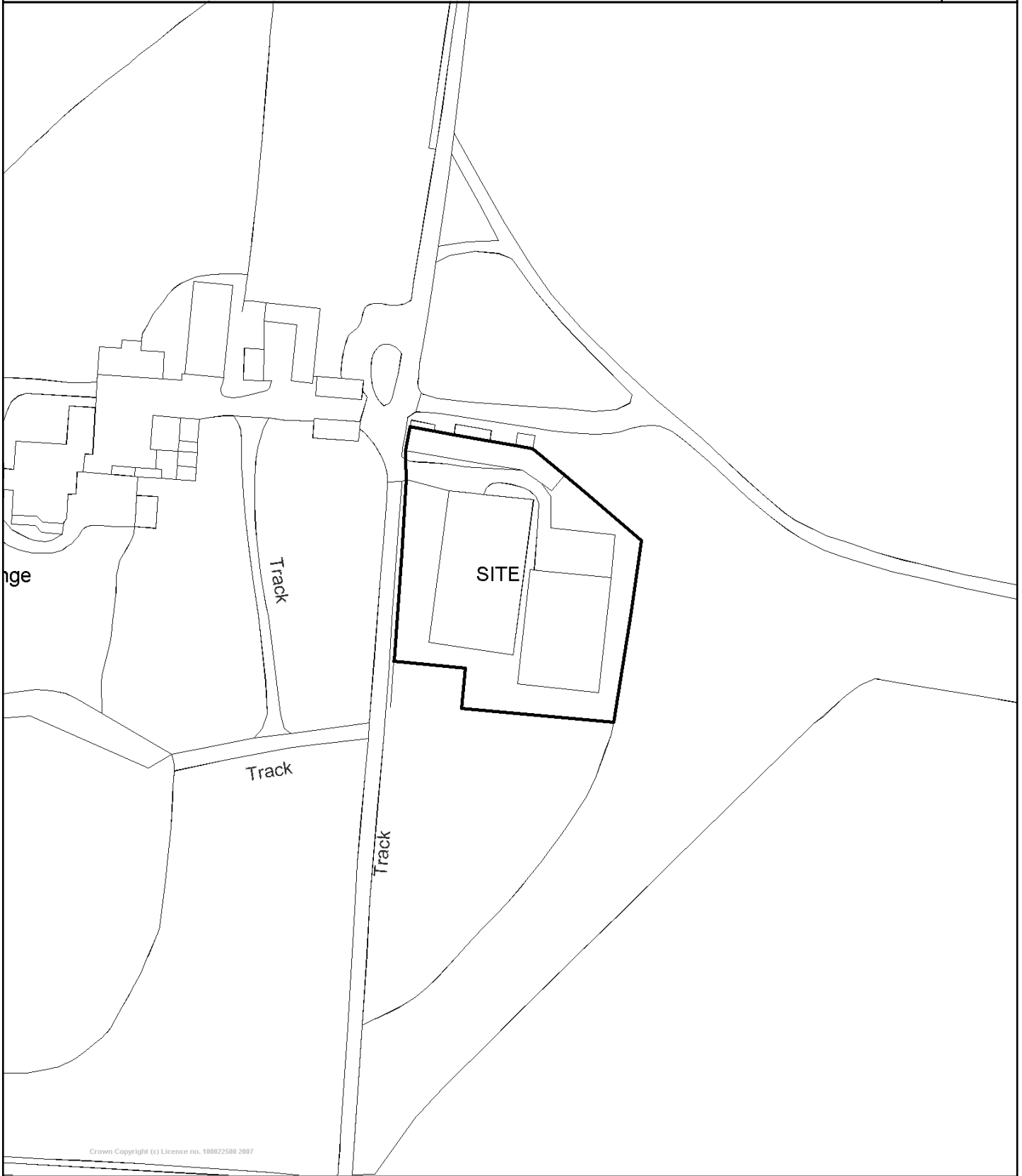
1. The application site is located in the countryside on the east side of the A1301 and approximately 1 kilometre to the north-east of the village of Hinxton. It comprises a grey metal clad warehouse building, with a floorspace of 507m², located within an enclosed site. The premises are accessed via a shared private road leading northwards from the old de-classified A11 (this access also serves 4 residential properties), which then continues west until it meets the A1301. The junction of the old A11 with the A1301 is unmetalled and is in poor condition.
2. The full application, submitted on 13th June 2007, seeks to erect an extension, measuring 19.9m x 9.965m (198m²), to the north side of the building in order to create an enlarged storage area. Part B of the application form states that there are 6 existing employees and estimates that there would be up to 2 additional employees as a result of the extension. It is anticipated that there would be just 1 extra vehicle movement per day.

Planning History

3. **S/1057/03/F** – Application for change of use of the building from an equestrian centre to warehouse (B8 use) and ancillary office (B1 use) approved. This was subject, in part, to a condition withdrawing permitted development rights to change the use to any other use within Class B, in order to minimise traffic generation in the interests of highway safety, neighbour amenities and the rural character of the area.
4. **S/0131/07/F** – Application for an identical extension to that now proposed was refused for the following reason:

“The application, which proposes an extension to an existing warehouse, does not relate to a use that specifically requires a rural location and, hence, is not considered to constitute essential development in the countryside. The proposal therefore contravenes Policy P1/2 of the Cambridgeshire and Peterborough Structure Plan

s-1154-07-f



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September 2007 Planning Committee

2003 which states that development will be restricted in the countryside unless proposals can be demonstrated to be essential in a particular rural location.”

Planning Policy

5. **Policy P1/2** of the Cambridgeshire and Peterborough Structure Plan 2003 states that development will be restricted in the countryside unless proposals can be demonstrated to be essential in a particular rural location.
6. 2003 Structure Plan **Policy P1/3** requires a high standard of design and sustainability for all new development which minimises the need to travel and reduces car dependency.
7. **Policy P7/6** of the Structure Plan requires development to protect and enhance the quality and distinctiveness of the historic built environment.
8. **Policy DP/2** of the Local Development Framework Development Control Policies 2007 requires all new development to be of a high quality design.
9. Local Development Framework **Policy DP/3** states that permission will not be granted for proposals that would have an unacceptable adverse impact on (amongst other issues): residential amenity, from traffic generated, on village character, on the countryside or from undue environmental disturbance.
10. **Policy DP/7** states that, outside village frameworks, only development for agriculture, horticulture, forestry, outdoor recreation and other uses which need to be located in the countryside will be permitted.
11. **Policy ET/5** supports the expansion of existing firms, only within village frameworks or previously developed sites next to or very close to village frameworks. **Policy ET/7** supports the change of use or adaptation of buildings in the countryside (without extension) for employment use. Part 2 of this policy states that any increase in floor area will be strictly controlled and must be for the benefit of the design or in order to better integrate the development with its surroundings. There is a general presumption against future extensions of countryside buildings that have been converted to employment use.
12. Local Development Framework **Policy CH/4** states that permission will not be granted for development that would adversely affect the curtilage or wider setting of a Listed Building.

Consultations

13. **Hinxton Parish Council** recommends approval of the application.
14. **The Conservation Manager** advises that the building is located behind the Grade II listed property, Hinxton Grange, with the rear access to the listed building located across the street from the warehouse. The impact of the extension on the setting of the listed building is considered to be minimal. However, the building should be better screened with landscaping and a condition requiring the submission of a landscaping scheme should therefore be added to any permission.
15. **The Local Highways Authority** states that the proposal would increase traffic movements associated with the existing access onto the A1301. To accommodate this increase, the access should be improved to provide a metalled junction, a

minimum of 6 metres wide for the first 25 metres. The access should also have a minimum entry and exit radius of 10 metres. If permission is granted, it is requested that an informative be added to any consent advising that the granting of permission does not constitute a permission or licence to a developer to carry out works within, or disturbance of/interference with, the public highway and that a separate permission must be sought from the Highway Authority for such works.

16. **The Chief Environmental Health Officer** raises no objections in respect of the implications of the proposals in terms of noise and environmental pollution.
17. **The Cambridgeshire Fire and Rescue Service** requests that adequate provision be made for fire hydrants, by way of a Section 106 agreement or planning condition.

Representations

18. No neighbour representations have been received to this latest application. However, the owners of Hinxton Court, a dwelling to the north, did raise concerns about the number of vehicle movements and highway safety issues in respect of the previous identical application. In the original application for the warehousing use, the form stated that there would be 4 vehicle movements a day. However, there have been more like 40 movements a day, including several large lorries. The single track access to the site is shared by 4 residential properties and there have been accidents at the junction.

Representation from District Councillor, Mr Orgee

19. District Councillor Mr Orgee states:

"From information I have been given about this application it seems that there is a difference of opinion regarding the applicability of planning policies in this case. In the light of this I request that this case is taken to the Planning Committee."

Representation by the Applicant's Agent

20. The application has been accompanied by a supporting statement. This states that the application for the extension was previously refused on the grounds that it contravened Policy P1/2, namely that the proposal did not relate to a use that specifically requires a rural location. It is argued that the original application for the conversion of the building from an equestrian centre to a warehouse was given in 2003 and Policy P1/2 must therefore have been a factor in the process of consideration at that time. When permission was given for this use, there were no conditions preventing any future expansion. A flourishing business has been permitted to settle in a rural location with all the benefits it brings to the area in terms of local employment.
21. The applicant's agent states that under Policy EM3 of the 2004 Local Plan, development of light industry is limited to 1850m². The floor area of the existing warehouse is 507m² and the proposed extension of 198m² would take the total up to 705m². Within the policies, there appears to be no reference to expansion of an approved conversion other than the constraint of 1850m² area limitation.
22. One of the objectives of the Local Plan is to support existing businesses by applying positive policies towards the expansion of existing firms. Mighton Ltd is a local company, run by the owner and occupier of Hinxton Grange. It was formed to further the marketing and distribution of products relating to sash windows (thermally efficient

timber sash windows). The products are manufactured elsewhere by other companies and there are few visitors to the site so the company is a low impact organisation.

23. The Company's research and development programme has produced significant benefits. These endeavours are at risk as is the continuing secure employment of the current work force in the local area unless expansion is permitted. The Company's policy of continuous research and development has led to the current situation where they are in real need of increased storage space to accommodate a wider range of products and to allow safer and more convenient access to shelving. The expansion coincides with an increase in export orders for up to 5000 window components per month. The expansion will result in about 2 extra deliveries per week by 7.5 ton vehicles.
24. In approving the original application for the conversion of the building, the Council must have considered the Company to be essential in this location. If this is the case, logic suggests that a modest extension to the original building is also essential, particularly if it can be demonstrated that to constrain expansion would be detrimental to the well being of the business. Very few businesses other than those of an agricultural nature actually require a rural location and Policy P1/2 therefore appears to conflict with Policy EM10 which favours the conversion of existing buildings to employment use.

Planning Comments – Key Issues

25. The key issues to consider in the determination of this application relate to:
- The principle of extending the building in this countryside location;
 - Visual Impact – including effect upon the setting of adjacent listed building and impact upon the character of the countryside;
 - Highway safety.

The principle of the development

26. The site lies some distance outside the Hinxton village framework and in the countryside. Policies P1/2 of the Structure Plan and DP/7 of the Local Development Framework restrict development in the countryside to that which needs a rural location. The supporting information submitted with the current and previous applications explain that Mighton Ltd is a local company that supplies the construction industry with fixtures and fittings for sash windows and that constraining its ability to provide increased storage space would be detrimental to the well being of the business. Whilst I appreciate that the Company is playing an important role in the research and development of thermally efficient timber framed windows, I remain of the view that this is not a use that specifically requires a rural location and that, if larger premises are required, it would be more appropriate for this distribution company to be located within an industrial estate.
27. Whilst policies aim to support the rural economy and enable farm diversification by encouraging the reuse of existing redundant farm buildings to employment uses, they also seek to ensure that developments are of a scale appropriate to their location (Policy ET/7). For this reason, there is a general presumption against the future expansion of converted rural buildings, particularly in isolated, unsustainable locations. The expansion of this building is not necessary in order to improve its design or to better integrate the development with its surroundings and the proposal therefore fails to comply with the criteria set out within Policies ET/5 and ET/7 of the Local Development Framework.

Visual impact

28. The proposed extension would be the same height and width as the existing building and matching materials would be used. The Grade II listed dwelling, Hinxton Grange, is not visible from the site and the Conservation Manager is satisfied that there would be no undue harm to the setting of the listed building (subject to landscaping). I am also satisfied that the impact of the extended building upon its surroundings and upon the character of the surrounding countryside would not be unduly harmful.

Highway safety

29. The Local Highways Authority (LHA) was not consulted at the time of the original application to change the use of the building from an equestrian to warehouse use. That proposal stated that there would be 4 employees and 4 vehicle movements a day but the permission included no restrictions on the number of employees in an attempt to control/minimise traffic movements. A local resident states that the number of vehicle movements has been much higher than this and refers to accidents that have occurred at the junction of the old A11 with the A1301. The Local Highways Authority has checked the accident records but there have been no reported personal injury accidents at this junction.
30. As the current proposal would increase traffic movements associated with the existing use onto the A1301, the LHA has requested that the access be improved to provide a metalled junction. The applicant does not own this land and his agent is presently trying to establish who does own it, with a view to resolving this issue. Should Members be minded to grant consent for the proposal, it would need to be subject to a Grampian style condition preventing the development being implemented unless the requested highways works are carried out.

Recommendation

31. Refusal:
1. The application, which proposes an extension to an existing warehouse, does not relate to a use that specifically requires a rural location and, hence, is not considered to constitute essential development in the countryside. The proposal therefore contravenes: Policies P1/2 of the Cambridgeshire and Peterborough Structure Plan 2003 and DP/7 of the Local Development Framework 2007 which state that development will be restricted in the countryside unless proposals can be demonstrated to be essential in a particular rural location.
 2. The existing premises are in an isolated location approximately 1 kilometre to the north-east of the village of Hinxton. In addition, the extension of the existing building is not considered to be necessary to better integrate the development with its surroundings. The proposal therefore contravenes the Local Development Framework 2007: Policy ET/5, which only supports the expansion of existing firms located within village frameworks or on previously developed sites next to or very close to village frameworks, and Policy ET/7, within which there is a general presumption against future extensions of buildings in the countryside that have been converted to employment use and which states that any increase in floor area must be for the benefit of the design or in order to better integrate the development with its surroundings.

Background Papers: the following background papers were used in the preparation of this report: Cambridgeshire and Peterborough Structure Plan 2003; Local Development Framework 2007; Planning application references S/1057/03/F, S/0131/07/F and S/1154/07/F

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee5th September 2007**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

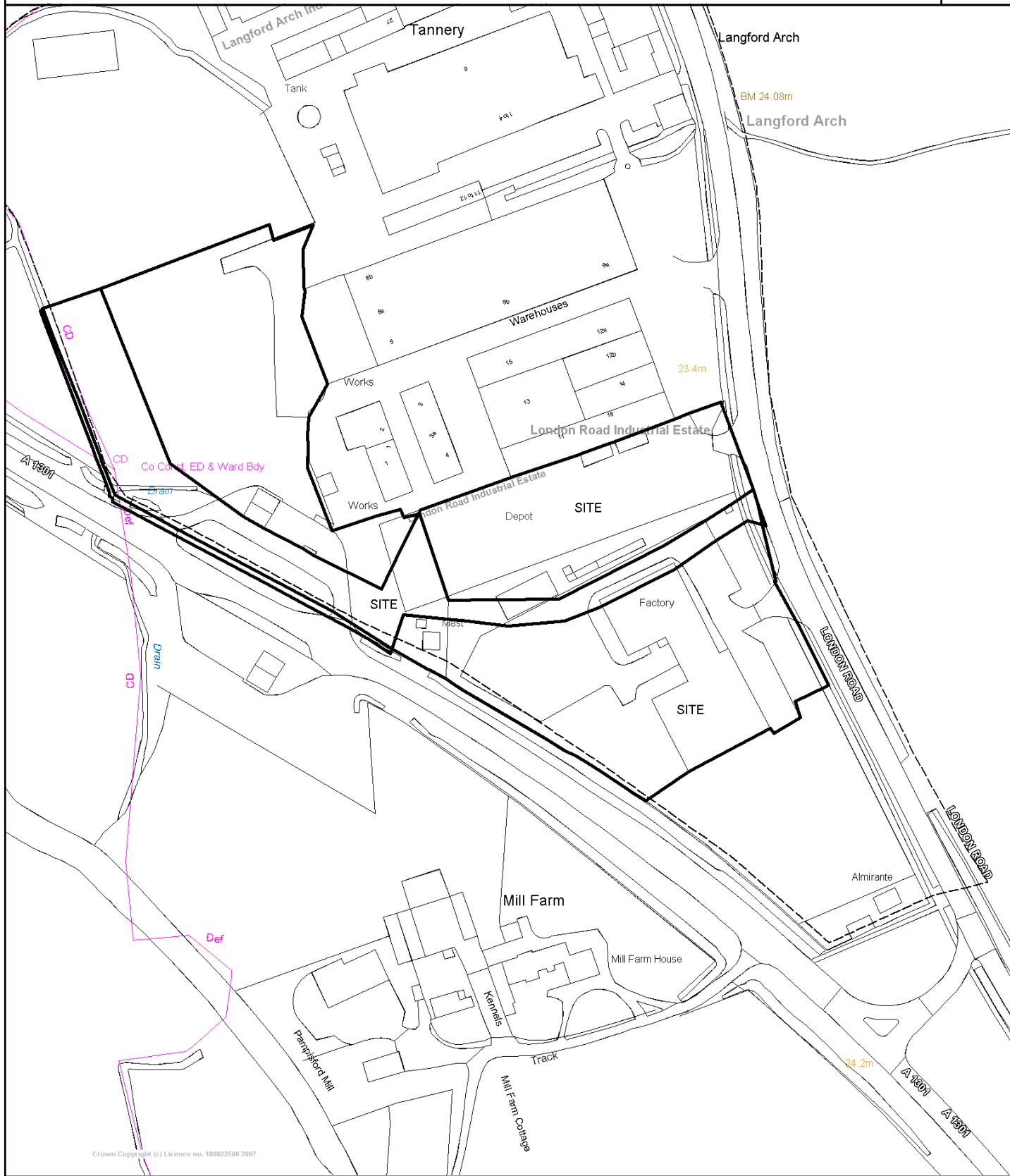
S/1060/07/F - PAMPISFORD**Two B1 (Business) Units, New Access, Reconfigured Car Park and Ancillary Infrastructure at Iconix Pampisford Park, London Road, for Turnstone Estate Limited****Recommendation: Approval****Date for Determination: 6th September 2007 (Major application)****Notes:**

This Application has been reported to the Planning Committee for determination because the recommendation of Pampisford Parish Council does not accord with the officer recommendation.

Site and Proposal

1. The site, which extends to 1.67 hectares, rises gently to the southwest towards the A1301 Sawston By-Pass. There is a 2m high hawthorn hedge on a low bank along the London Road/east frontage, a B1 (Business) building to the south, and commercial premises on "Sawston Park" to the north. The bypass to the west is set down below the level of the site. One single storey and several two-storey business units, comprising 2.861 sq.m. floorspace, an open storage depot, frontage to a disused petrol filling station and a high telecommunication mast lie within the site.
2. This full application, received on 7th June 2007, proposes the erection of two 49m x 19m approx x 8.75m high to top of roof/11.05m high to top of plant room roof (combined 3,744 square metres of gross external floor area) B1 (Business) comprising B1(a) and B1(b) buildings together with new and reconfigured car parking (200 spaces in total, 107 spaces for the proposed buildings and 93 spaces for the adjacent existing buildings), a new access to London Road and landscaping. Cycle parking is also proposed. The buildings would be faced with metallic silver horizontal metal panelling system, vertical gault brick panels and would have a flat roofing membrane system behind a brick parapet wall. Two existing accesses onto London Road would be closed.
3. Amended landscape and layout plans were received on 25th July 2007 to take account of the comments of the Ecology Officer and Landscape Design Officer.
4. Late amendments to the previous application **S/2134/06/F** have been incorporated in the current proposal:
 - a. reduced culverting of the drainage ditch in the vicinity on Unit 6
 - b. cycle parking ratio increased from 1:80sqm to 1:50sqm.
 - c. planting within the car parking area to the west of Units 2 and 3.
 - d. landscape buffer increased in depth along the western boundary.
5. Further amendments have also been incorporated:

s-1060-07-f



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- a. further traffic survey of the site, and junction capacity surveys of the junction of London Road and A1301, and the A505 roundabout, and at a comparable office premises Morgan Sindall/Bluestone offices in Sawston;
 - b. detailed all modes assessment of the proposed development;
 - c. improvement to the section of existing footway to the east of the site to provide a footway/cycleway joining up with the existing provision adjacent to the A505 roundabout;
 - d. the provision of a nearside passing bay in the Sawston Bypass at its junction with London Road;
 - e. 10% reduction in parking provision;
 - f. Amendment to the Travel Plan to reduce single-occupancy car journeys, improvements to local cycleways, consideration of a shuttle bus service, priority parking for car sharing, shower facility for cycle users, and a Travel coordinator and a Managing Agent.
 - g. As part of the Travel Plan, surveys are proposed of the impact of the development on traffic conditions through Pampisford.
 - h. inclusion of a stage 1 safety audit of the proposed access in the Transport Assessment;
 - i. Deletion of a proposal to provide an emergency access onto the A1301 Sawston Bypass;
 - j. increased provision of landscaping across the site.
6. The application is accompanied by a Design and Access Statement, Transport Statement, Ecological Appraisal, Arboricultural Report and Tree Survey, an Archaeological desk-based Assessment, Ground Investigation Report, Contamination and Remediation Statements, Flood Risk Assessment and a Foundation Works Risk Assessment.

Planning History

7. Application reference **S/2134/06/F** for similar development was refused at Planning Committee on 7th February this year following a site visit by Members. The reasons for refusal followed on from the advice of the Local Highway Authority and stated:
1. *The submitted Transport Assessment (TA) contains insufficient information to enable the full transportation impacts of the scale of development proposed to be identified and mitigated. The Trip generation figures are based upon data contained within the TRICS database and does not reflect the location or local circumstances of the proposal, particularly the level of car parking that is to be provided. The TA also does not provide an all modes assessment of the development either within the network peaks or daily, contrary to PPG13, "Transport" and the County Council's 2004 Transport Assessment Guidelines. Therefore the proposal, in its present form, is contrary to Policies SP8/1 and SP8/2 of the Structure Plan 2003 and Policy TP1 of the South Cambridgeshire Local Plan 2004, which promote sustainable forms of development and travel.*
 2. *In its present form the application fails to provide an appropriate and safe access junction with the existing highway. The application is, therefore, contrary to Policy SP8/1 of the Structure Plan 2003 which requires development to provide appropriate access from the highway network that does not compromise safety.*
 3. *Notwithstanding the above reasons for refusal, the capacity assessment of the A1301/A505 junction shows that with the development there will be a detrimental impact on the capacity and operation of this junction. Without either measures to reduce the amount of vehicular traffic, such as reduced car parking alongside a robust Travel Plan or reduced amount of development, and/or capacity*

improvement measures, the proposal would have an adverse impact on highway operation.

8. In Phase 1, application reference **S/1377/05/F** for the erection of a 42m x 19m x 8.79m to the top of roof, 9.86m to the top of plant roof (1709 sq.m. gross external floor area) B1 (Business) building, together with car parking and landscaping on land to the south of the site was approved on 10th October 2005. This development has been completed.

Planning Policy

Cambridgeshire and Peterborough Structure Plan (2003)

9. Structure Plan **Policy P1/2** states that no new development will be permitted within or which is likely to adversely affect functional flood plains or other areas where adequate flood protection cannot be given and/or there is significant risk of increasing flood risk elsewhere. **Policy P6/3** states that, if development is permitted in areas where flood protection is required, flood defence measures and design features must give sufficient protection to ensure that an unacceptable risk is not incurred, both locally and elsewhere.
10. **Policy P1/3** requires a high standard of design for all new development and requires new development to be integrated with adjoining landscapes.
11. **Policies P2/2, P2/6** and **P9/7** relate to the general location of employment, the rural economy and the selective management of employment development respectively.

South Cambridgeshire Development Control Policies Development Plan Document (2007)

12. Policy **DP/1** indicates principles of sustainable development to be applied to application proposals. Policy **DP/2** relates to the design of new development. Policy **DP/3** sets out criteria which should be satisfied if development is to be considered acceptable.
13. **ET/1** sets out the limitations on the occupancy of new business premises in the District. **ET/4** relates to new employment within villages, limited to small scale development employing no more than 25 people, and limited in floor area to offices – 400sqm, R&D- 725sq m. **ET/5** relates to the expansion of firms.
14. **NE/3** requires larger developments to make provision for renewable energy technology. **NE/4** requires development to retain or enhance the landscape character of the area in which it is located. The site lies with Flood Zone 2, and is accompanied with a flood risk assessment. **NE/8** states that development will not be permitted that poses an unacceptable risk to groundwater resources. **NE/11** applies the standards set out in national policy on flood risk (currently PPS25) to new development.
15. **TR/1, TR/2** and **TR/3** require new development to give sufficient choice of travel by non-motorised means, to provide up to maximum vehicular parking and minimum cycle parking standards, and to mitigate any adverse travel impacts to which they may give rise.
16. **SF/6** encourages the provision of public art in new development.

South Cambridgeshire Local Plan - Village Policies and Proposals Maps 2004

17. A 6m to 10m wide proposed planting belt alongside the Sawston By-pass falls within a 2.3ha allocation for Class B1 employment development by virtue of Policy “**Pampisford 1**”.

Consultations

18. **Pampisford Parish Council:** objects to the proposal:
“We continue to strongly oppose the scale of this development.
19. In the parish council's view, the developer has failed to address the very serious and important weaknesses identified in the earlier application, namely:
- Overcrowded site
 - Non-compliance with Policy EM6
 - Traffic congestion
 - Unworkable transport plan

OVERCROWDED SITE

20. The proposed development of a further 4 buildings on the site is excessive. Development on this scale in a village of only 300 souls is inappropriate.

Current position:

Phase 1 (3 buildings) already completed but not yet fully occupied

Phase 2 (2 buildings) detailed planning permission applied for S/1060/07/F

Phase 3 (2 buildings) outline planning permission being sought S/1061/07/O

21. Why is there the need for so many buildings when Unit 1 (part of Phase 1 shown above) has been empty since it was completed in 2006?

NON-COMPLIANCE WITH POLICY EM6

22. South Cambs District Council Planning Policy EM6 states that planning permission will only be granted for development where “there would be no adverse impact on residential amenity, traffic conditions, village character and other environmental factors”. The impact in this case would be massive and undoubtedly adverse in all these areas, despite the developers claim to the contrary¹.
23. EM6 defines small scale development to be for firms who employ 25 people or less. The developer suggests that “this should not however be seen as particularly significant”². The Parish Council disagrees: the principles enshrined in EM6 were crafted to protect and maintain the character of villages like Pampisford. We are extremely concerned that this policy may not be enforced.
24. The parking provision for all buildings totals more than 350 spaces, even after the modest reduction of 20 car parking places offered in the latest application. If these buildings, plus the empty one already built, are fully occupied they will generate additional traffic flows on a huge scale.
- Entering and leaving the site: The developer plans to limit the access to the site to just one road. He claims this is an improvement to the present situation but imagine the problems created by 350 vehicles (that is 3 cars a minute on average) trying to enter and leave the site during morning and evening rush hours.
 - A1301/A505: The earlier application was rejected because the developer had failed to provide "an appropriate and safe access junction with the existing

1 para 3.21 Design and Access Statement

2 para 3.20 Design and Access Statement

highway". It was also stated that there would be a detrimental impact on the capacity and operation of the A1301/A505 junction.

In the view of Pampisford Parish Council, the offered reduction of 20 car parking places (which will not necessarily reduce the number of cars) and the provision of a passing bay at the junction of the A1301 and London Rd will make very little difference to the problem. More importantly, we note that there are no proposals to improve the flow of traffic at the A505 roundabout where the major impact would be felt.

Additional traffic on this scale will have a devastating impact on the local road network which is already heavily congested.

- c) Traffic through the village: Since the upgrading of the A505 roundabout two years ago, rat-running through the village has greatly improved. The proposed development can only add to congestion. This will again lead to Town Lane and Brewery Road in Pampisford being used as a rat-run by A505 traffic. By offering, no improvements to local roads, the new application fails to address this.

TRANSPORT PLAN

- 25. The developer places great store by the creation of a travel plan involving car sharing or cycling. Such policies might work where there is a single employer, as in the case of the Genome site at Hinxton, where the employer is in a strong position to implement the "robust measures" to which the developer refers. The Iconix buildings will however, in the developer's own view, be let to a large number of small firms. It would not be feasible for them to operate the kind of detailed scheme envisaged. Whilst the developer could include some such obligation in the terms of the lease, compliance could not be easily monitored or enforced. The travel plan therefore is more pious than practical.

CONCLUSION

- 26. For the reasons stated above, Pampisford Parish Council are solidly opposed to the scale of the development and recommend rejection of this application.
- 27. If, notwithstanding our deep concerns over this development, SCDC is minded to approve this application, there are a number of important conditions we would wish to see imposed:
 - a) **Scale back:** The development should be scaled back to be more in keeping with the character of the village and the spirit of Policy EM6.
 - b) **Transport and additional traffic:** There must be provision for traffic calming and other measures to control rat-running through the village.
 - c) **Widening of London Road** The intended widening of London Road for a turning lane to the site must not impact on the footpath and grass verge.
 - d) **Cycleways:** Local cycleways need joining up, between Pampisford and the west side of Whittlesford station, Sawston, along the bypass, A1301 and A505 eastwards.
 - e) **Number of employees:** Controls on number of employees in the tenant businesses (following policy EM6).

- f) **Light pollution:** There should be strict controls on light pollution from the site. The unoccupied building in Phase 1 is already illuminating the surroundings to an unnecessary degree.
 - g) **Hazardous substances:** There should be strict controls of/ restrictions on hazardous substances, which might be used in some small light industry/ lab research operations, particularly in relation to disposal. There is already polluted ground water in the area.
 - h) **Entry to the village:** There should be a defined acknowledgement that people are entering the village as you come to 30mph sign on London Road – such as a fence, village name, village sign or traffic calming measures.”
27. **Sawston Parish Council** – recommendation of refusal on the grounds of traffic generation, and requesting a Green Travel to Work Plan for the scheme.
 28. **Local Highway Authority** – formal comments awaited, but there have been several meetings between the applicants and the LHA prior to submission of the application.
 29. **Council’s Drainage Manager** – No objection, subject to compliance with Environment Agency restrictions on surface water discharge rates.
 30. **Ecology Officer** – The proposals are considered to be satisfactory, subject to clarification of boundary planting and to a condition to require provision of bird and bat boxes, and pollarding of willows on the site.
 31. **Landscape Design Officer** – No objection to the amended scheme, subject to a condition requiring detailed landscaping to be agreed.
 32. **Trees and Landscape Officer**- does not consider that the proposals for the planting and protection of new trees in the reconfigured car park have been adequately designed, and should be the subject of a condition if planning permission is approved.
 33. **Corporate Manager (Health and Environmental Services)** – Notes that there is substantial contamination to soils and groundwater, which should be the subject of remediation as required by the Environment Agency. There is some concern about the high concentrations of methane gas detected on site, which is linked to the presence of a septic tank that should be removed and the site continued to be monitored.
 34. **Cambridgeshire Fire and Rescue Service** has requested a condition to require provision of fire hydrants on the site.
 35. **Police Architectural Liaison Officer** – Comments that the external walls should be robust enough to withstand criminal attack such as the cutting or removal of metal panels.
 36. **County Archaeological Unit** – the applicant has submitted a desk-top archaeological assessment, and further investigations are unnecessary.
 37. **Environment Agency** – The EA considers the flood risk assessment to be acceptable in principle, but has requested clarification of details relating to the flood compensation area. The EA has recommended several conditions, and a S106 Agreement to safeguard the flood compensation area in perpetuity, and to safeguard it from inappropriate development.
 38. **Anglian Water** – Recommends a condition to require the submission of foul and surface water drainage proposals for the scheme.

39. **Cambridge Water Company** – No comments received, but previously was concerned that any planning consent should include conditions to prevent ground water contamination in the chalk aquifer from the development.

Representations

40. Letters of objection have been received from 10 households in Pampisford. The grounds of objection are:
41. **Traffic and parking** - The right-turn into London Road from the A1307 adjacent to the roundabout can be delayed by queuing traffic on the opposite lane, producing a back up of traffic behind. Extra traffic using this junction will make matters worse, and will encourage rat running through Pampisford.
42. There will be a 'rat run' through Pampisford, especially on Brewery Road and Town Lane. There will be a serious accident here. There will be noise disturbance, vibration and danger from extra traffic using this run.
43. Traffic backs up on the A505 roundabout already. The applicant's own figures show that an extra 3 cars per minute will be using London Road in the rush hours as a result of the development.
44. More traffic on the A505 will make it difficult to turn right onto it from Pampisford, which is already affecting the local bus service.
45. There is a potential for accidents at the junction leaving the village.
46. Local roads cannot cope with extra traffic - 380 or more vehicles. The type of jobs created will not match the population profile in this area, so the cars are bound to come from other areas. There will be nil benefit for Pampisford.
47. There will be congestion during the construction period.
48. The reduction in car parking is not enough. There should be a significant reduction in car parking spaces.
49. Car sharing is irrelevant, as it will not happen in practice and is almost impossible to enforce.

Scale

50. The development is too large for this small village. This will create employment for 300-400. Pampisford has fewer than 400 population.

Planning Comments

Employment Policies

51. The site is brownfield previously developed land within the Village Framework. Structure and Local Development Framework policies encourage Business development on such sites, subject to limitations on occupancy for Class B1 premises being imposed by condition (Policy ET/1 of the South Cambridgeshire Development Control Policies Development Plan Document).
52. Although the site is within the Pampisford Village Framework, it is also very close to Sawston Village Framework, a Rural Centre. Policy ET/4 of the Development Control

Policies DPD supports small-scale (firms who employ 25 people or less) B1 development in this circumstance.

53. Having regard to the size of each unit, approximately 1,870 sq.m, and the car parking available to each, 53/54 spaces, it is possible that each unit would, if occupied by a single user, employ more than 25 persons. However, I do not consider that this is fatal to the proposal given that this is existing employment land, each unit is similar in size to that approved at Unit 1 in 2005 and an occupancy condition is required by virtue of Policy ET/1 of the Development Control Policies DPD.

Character and Appearance

54. The proposed buildings will back on to existing unattractive commercial buildings to the north. They will be seen from both London Road and the A1301, Sawston Bypass, but in the context of commercial buildings on either side. Street elevations illustrate that, although the roof of the buildings will be some 2m higher than the commercial buildings to the north (plant room a further 2.3m higher), the roof of the buildings will be 1.22m lower than the recently constructed Unit 1 and 0.15m higher than the adjoining building at Unit 3 to the south. The top of the plant room will be the same as that on Unit 1 and 0.85m below that of the plant room on Unit 3. These proposed plant rooms are, however, recessed approximately 7.5m and 5.5m from the end and principal elevations respectively of each building. In terms of scale, design and appearance I conclude that the proposal is acceptable.

Transportation

55. The proposed new access achieves 4.5m x 90m visibility splays, appropriate to the scale of the development and the 30 mph speed limit on London Road. It provides a protected right-turning lane which doesn't exist for either of the two existing accesses. Both of these would be closed. In principle, therefore, highway safety on London Road should be improved.
56. Car parking has been provided at a ratio over the entire site of 1 space per 35.7 sq.m. gross floor area to accord with the Local Plan maximum standard of 1 space per 30sq.m. for development over 2,500 sq.m. Disabled car parking provision has been provided at 5% of capacity (6 spaces). Covered and secure cycle parking is provided at 1 space per 50 sq.m. gross floor area. Although this accords with the level of provision approved as part of the 2005 permission for Unit 1, it does not accord with the Development Control Policies DPD standard of 1 space per 30 sq.m. gross floorspace. In conjunction with a Travel Plan, I consider that this provision will be adequate.
57. The site is located 1.6km from Whittlesford railway station and close to bus stops on London Road, along which the frequent Citi 7 service operates. Each business unit will be subject to a Travel Plan, which can be made the subject of a condition.
58. To the south of the site, London Road merges into the A1301 Sawston By-Pass at a very acute angle. The Transport Statement assesses traffic flows for the full development opening year of 2010. The Statement concludes that in 2010, the site access and junction of London Road/ A1301 Sawston Bypass will operate 'with substantial reserve capacity in weekday peaks', whereas the A505 roundabout is currently approaching capacity in weekday peak periods. The report notes that 'with the introduction of traffic growth and development trips through to 2010 both the A1301 eastern approach and the A505 southern approach are predicted to be at the limit of capacity'. The proposed provision of a nearside passing bay on the A1301 at its junction with London Road stems from a recommendation of the Local Highways Authority to improve safety.

59. The Travel Assessment proposes monitoring the amount of rat running through Pampisford. The agent comments that there would be a small likelihood of such rat running, based on predicted development trips in weekday peak periods. The implications of these findings is being analysed by the County Council, and will be reported verbally to the Planning Committee.
60. The improved cycleway and footway link to Whittlesford Railway Station involves a crossing of London Road north of the A1301 junction and a crossing back over the A1301 at its southbound approach to the A505 roundabout. I am awaiting the comments of the County Council as to the adequacy of this route, but the proposed completion of this cycleway link between the site and the A505 is to be welcomed.

Drainage and Flood Risk

61. The Flood Risk Assessment identifies the development as largely within the 1 in 100 year flood level of 23.36 AODN. Finished floor levels are to be raised 600mm above that flood level as required by the Environment Agency. The levels of proposed access road and car parking will be partly below the flood level but above the only actual flood level relating to the site of 22.71, AODN taken on 1st September 1968. It is proposed that this risk will be mitigated by putting in place a flood warning and evacuation procedure. Surface water will be stored/attenuated and discharged into the watercourse at an agreed rate.
62. The displacement of flood waters by buildings will be compensated for within the site on a level by level, volume by volume basis up to 1 in 100 year flood level. This is detailed in the FRA, which is acceptable to both the Environment Agency and the Council's Drainage Manager, subject to the imposition of a number of conditions on any planning permission.

Ground Contamination

63. The Ground Investigation Report and Foundation Works Assessment recommends that localised remediation is necessary to mitigate the impact of concentrations of chromium and various hydrocarbons which were proven in soils. The appropriate and suitable foundations for each building are identified in these reports.

Landscaping and Ecology

64. The proposed landscaping belt along the south west boundary will vary in width from 7m to 18m. Native tree and shrub species will reflect the previously approved scheme for Phase 1 (Unit 1). In the northern section of this belt an existing open watercourse will be retained but will require re-profiling. The existing access gaps on London Road will be closed by the planting of a native hedge, the species being selected from the existing hedge on this frontage.
65. At the rear of Units 2 and 3 the extended and reconfigured car park is shown to be planted with trees at intermittent distances, which is an improvement over the previous application.
66. The Ecological Appraisal found no habitats of ecological value although features on site offer opportunities for local wildlife. A survey found no evidence of bat roosts, and a low population of common lizards at the edge of the development area. The report recommends that a reptile mitigation strategy be prepared. Any removal of vegetation should be conducted outside of the bird nesting season (March-August).

Previous Refusal Reasons

67. The application has considered refusal reason 1 of S/2134/06/F by submitting additional information, including an all-modes assessment, concerning the transport

impacts of the development and proposed mitigation. Reason 2 has been considered by the inclusion of a stage 1 safety audit of the proposed access. Refusal reason 3 has been taken into account by means of the measures to reduce traffic generation in the Travel Plan and reduction in on-site parking.

Conclusion

68. Subject to the comments of the Local Highway Authority, I support the proposal in principle, with conditions as recommended below.

Recommendation

69. Subject to the comments of and any recommended conditions of the Local Highway Authority, Approval, subject to conditions, to include:

1. Standard Condition A – Time limited permission (Reason A);
2. Sc5a – Samples of materials for external walls and roofs (Rc5a);
3. Sc51 – Landscaping (Rc51);
4. Sc52 – Implementation of landscaping (Rc52);
5. Notwithstanding the provisions of Article 3 and Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking or re-enacting that order with or without modification) - for a period of ten years from the date of first occupation of each of the hereby permitted buildings, they shall only be used and occupied as follows:

a) Offices

- (i) Normally to the provision of a local or sub-regional service or administrative facility principally for persons resident or organisations situated in the Cambridge area excluding national or regional headquarters offices; *or*
- (ii) To a maximum floorspace of normally 300 square metres;

and/or

(b) Research and Development

- (i) To the provision for high technology research and development firms, or organisations, which can show a special need to be closely related to the Universities, or other established facilities or associated services in the Cambridge area;

and/or

- (c) Light industry to a maximum planning unit size of 1,850 square metres of floorspace.

(Reason - To safeguard Policy 9/7 of Cambridgeshire and Peterborough Structure Plan 2003 and policy ET/1 of the South Cambridgeshire Development Control Policies Development Plan Document 2007, which limit employment development in the Cambridge area to uses that need to be located close to Cambridge.)

6. Sc5 - Details of the covered secure cycle parking.
(Reason - To encourage alternative means of travel to the site.)

7. Neither building shall be occupied until a Travel Plan has been submitted to and approved by the Local Planning Authority; implementation of the Plan shall be carried out in accordance with the approved details of the Plan.
(Reason - To encourage car sharing and the use of alternative means of travel to the site.)
8. Details of the location and type of any power driven plant or equipment including equipment for heating, ventilation and for the control or extraction of any odour, dust or fumes from the buildings but excluding office equipment and vehicles and the location of the outlet from the buildings of such plant or equipment shall be submitted to and approved in writing by the Local Planning Authority before such plant or equipment is installed; the said plant or equipment shall be installed in accordance with the approved details and with any agreed noise restrictions.
(Reason - To protect the occupiers of adjoining buildings from the effect of odour, dust or fumes.)
9. During the period of construction, no power operated machinery shall be operated on the premises before 08.00 hours on weekdays and 08.00 hours on Saturdays nor after 18.00 hours on weekdays and 13.00 hours on Saturdays (nor at any time on Sundays or Bank Holidays), unless otherwise previously agreed in writing with the Local Planning Authority in accordance with any agreed noise restrictions.
(Reason - To protect occupiers of adjoining buildings from noise.)
10. No development shall commence until a scheme of ecological enhancement, including measures for the erection of bird and bat boxes and the pollarding of suitable willow trees, has been submitted to and approved in writing by the Local Planning Authority; the scheme shall be implemented in accordance with the approved details and an approved timetable.
(Reason - To accord with Policy NE/6 of the South Cambridgeshire Development Control Policies Development Plan Document 2007 which seeks to retain features of biodiversity interest and Planning Policy Statement 9 which requires ecological enhancement in new developments.)
11. No development shall commence until flood compensation works have been carried out in accordance with Flood Risk Assessment for Phases 2 and 3 dated May 2007 and drawings numbered 19374:90:001 Rev E and 002 Rev D. The works shall be implemented in accordance with the approved programme unless otherwise agreed with the Local Planning Authority.
(Reason - To provide a satisfactory method of floodplain compensatory works, thereby maintaining the immediate floodplain regime.)
12. No development shall commence until details of a safe access/egress route, not adversely affecting the flood regime, to land outside the 1 in 100 year floodplain, are submitted to and agreed in writing by the Local Planning Authority. The approved route shall be in place before any occupancy of the buildings.
(Reason - To provide safe access and egress during flood events and reduce reliance on emergency services.)
13. No spoil or materials shall be deposited or stored in the floodplain nor shall any ground be raised within the floodplain as shown on Drawing No. 19374:90:002 Rev D within the Flood Risk Assessment unless expressly authorised in writing by the Local Planning Authority.
(Reason - To prevent the increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity.)
14. Notwithstanding the provisions of Article 3 and Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order), the following classes of development more particularly

described in the Order are expressly prohibited within the Flood Compensation Area in accordance with Drawing No. 19374:90:002 Rev D in respect of the property and each unit thereon unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf: - Part 8 (Industrial and Warehouse Development).

(Reason - To ensure that any development which would not otherwise require planning permission does not lead to an increased risk of flooding to other land/properties, due to impedance of flood flow and reduction in flood storage capacity.)

15. The minimum ground floor level of any building involved in the development must be at least 23.96m AOD unless otherwise agreed in writing by the Local Planning Authority.
(Reason - To provide a reasonable freeboard against flooding and an allowance for climate change.)
16. No development shall commence until a flood contingency plan including car parks and warning signage has been submitted to and approved in writing by the Local Planning Authority; the approved plan shall be implemented in accordance with the Flood Risk Assessment before any building is occupied and shall thereafter be held on site for use at all times.
(Reason - To ensure the safe access and egress during times of flood.)
17. No development shall commence until a scheme for the provision and implementation of foul and surface water drainage has been submitted to and approved in writing by the Local Planning Authority. The works/scheme shall be constructed and completed in accordance with the approved plans/specification at such time(s) as may be specified in the approved scheme.
(Reason - To prevent the increased risk of flooding by ensuring the provision of a satisfactory method of surface water drainage.)
18. No development shall commence until a scheme for the provision and implementation of ground contamination investigation, assessment and remediation has been submitted to and approved in writing by the Local Planning Authority. The works/scheme shall be constructed and completed in accordance with the approved plans/specification at such times as may be specified in the approved scheme. (Reason – To prevent the increased risk of pollution to the water environment)
19. No development shall commence until details of a scheme to safeguard the flood compensation area as identified in the Flood Risk Assessment from inappropriate development has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a timetable for the provision to be made and shall be carried out in accordance with the approved details. (Reason- To safeguard the flood compensation area from inappropriate development and to prevent the increased risk of flooding).
20. The development, hereby permitted, shall be fully protected against the ingress of carbon-dioxide and volatile organic compounds using appropriate (aluminium cored) gas protection membranes: service entry points must be fully sealed.
(Reason - The development is above the LS9 closed non-inert landfill site used for the disposal of tannery residues. RSA Geotechnics site investigation report 10070A demonstrates the presence of significant VOC and carbon dioxide levels in the ground beneath the development.)
21. No development shall commence until a scheme for the provision and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service has been submitted to and approved in writing by the Local Planning Authority; no development shall take place other than in

accordance with the approved scheme.
(Reason - To ensure adequate provision of fire hydrants.)

22. No external lighting to the development, hereby permitted, shall be installed other than in accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority.
(Reason - To minimise the impact of light pollution in the area.)

plus transportation and highway conditions as recommended by the Local Highway Authority.

Reasons for Approval

1. The development is considered generally to accord with the Development Plan and particularly the following policies:
 - **South Cambridgeshire Development Control Policies Development Plan Document (2007)**
 - DP/1 (Sustainable Development)
 - DP/2 (Design of New Development)
 - DP/3 (Development Criteria)
 - ET/1 (Limitations on the Occupancy of New Premises in South Cambridgeshire)
 - ET/4 (New Employment Development in Villages)
 - TR/1 (Planning for More Sustainable Travel)
 - TR/2 (Car and Cycle Parking Standards)
 - TR/3 (Mitigating Travel Impact)
 - NE/6 (Biodiversity)
 - NE/8 (Groundwater)
 - NE/11 (Flood Risk)
 - **South Cambridgeshire Local Plan 2004: Pampisford 1**
 - **Cambridgeshire and Peterborough Structure Plan 2003:**
 - P1/2 (Environmental Restrictions on Development)
 - P1/3 (Sustainable Design in Built Development)
 - P2/2 (General Location of Employment)
 - P2/6 (Rural Economy)
 - P6/3 (Flood Defence)
 - P9/7 (Selective Management of Employment Development)
2. The proposal is not considered to be significantly detrimental to the following material considerations, which have been raised during the consultation exercise: **scale of development; highway safety; traffic impact; flood risk; site contamination; landscaping; biodiversity.**

Informatives

Should driven pile foundations be proposed, then before works commence, a statement of the method for construction of these foundations shall be submitted to and agreed by the District Environmental Health Officer so that noise and vibration can be controlled.

During construction there shall be no bonfires or burning of waste on site except with the prior permission of the Environmental Health Officer in accordance with best practice and existing waste management legislation.

As recommended by the Environment Agency.

Background Papers: the following background papers were used in the preparation of this report:

- South Cambridgeshire Development Control Policies Development Plan Document (2007)
- South Cambridgeshire Local Plan 2004
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning File Refs: S/1377/05/F, S/2134/06/F and S/1060/07/F

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee5th September 2007**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

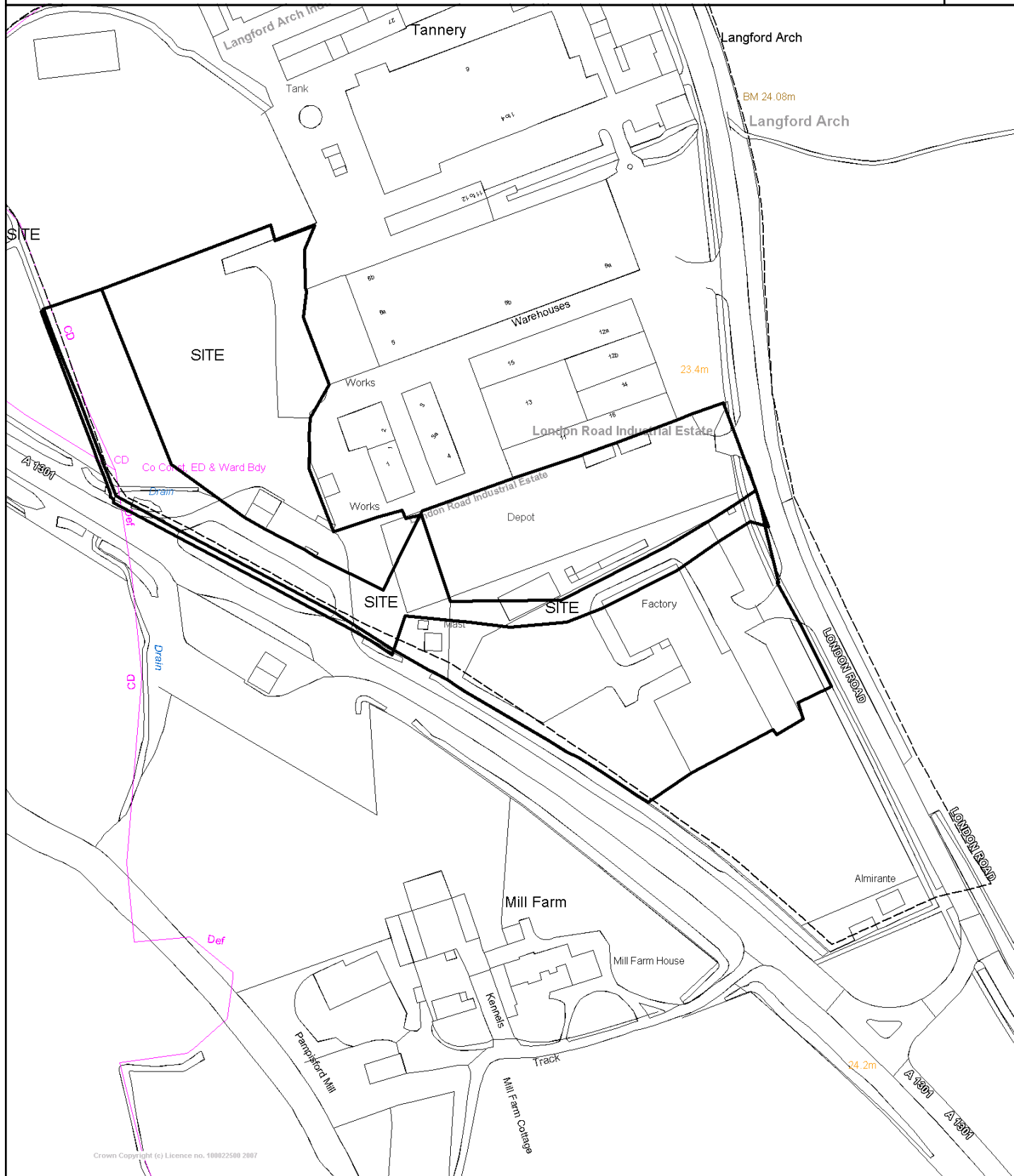
S/1061/07/O - PAMPISFORD**B1 (Business) Development at "Iconix", Pampisford Park, London Road for Turnstone (Cambridge) Ltd****Recommendation: Approval****Date for Determination: 6th September 2007 (Major application)**

This Application has been reported to the Planning Committee for determination because the recommendation of Pampisford Parish Council does not accord with the officer recommendation.

Site and Proposal

1. The site, which extends to 1.17 hectares, is located to the north east of the A1301, Sawston By-Pass, south west of Sawston Park Trading Estate, North West of B1 (Business) Development on London Road and south east of open land upon which construction has started upon a storage building (see below). The land within the site comprises a disused former petrol filling station, hardstanding used for vehicle parking, unkempt land and part of an existing road and landscaping fronting London Road. There is a high telecommunications mast close to the south boundary of the site and adjoining the A1301.
2. The outline application, received on 7 June 2007, proposes B1 (Business) Development, (Phase 3). Means of access is to be determined at this stage, but other details of layout, scale, appearance and landscaping, are reserved for later approval. The application shares the same access arrangement as Phase 2 (see preceding item). The outline application seeks consent for a maximum floor area of 3465sq.m. gross external floorspace. Unit 6 has a floor area of 1593sqm and parking for 43 cars, and Unit 7 has a floorspace of 1872 sqm and parking for 52 vehicles. In support of this proposal there is an indicative site layout, and illustrations of typical section and massing details (appended to a Design and Access Statement) that show two buildings.
3. Amended landscape and layout plans were received on 25th July 2007 to take account of the comments of the Ecology Officer and Landscape Design Officer.
4. Late amendments to the previous application **S/2135/06/O** have been incorporated in the current proposal:
 - a. reduced culverting of the drainage ditch in the vicinity on Unit 6
 - b. cycle parking ratio increased from 1:80sqm to 1:50sqm.
 - c. planting within the car parking area to the west of Units 2 and 3.
 - d. landscape buffer increased in depth along the western boundary.

s-1061-07-f



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Scale 1/2000 Date 21/8/2007

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September 2007 Planning Committee

5. Further amendments have also been incorporated:
- a. reduction in proposed floor area by 14% from that originally submitted in application reference S/2135/06/O (see below);
 - b. further traffic survey of the site, and junction capacity surveys of the junction of London Road and A1301, and the A505 roundabout, and at a comparable office premises Morgan Sindall/Bluestone offices in Sawston;
 - c. detailed all modes assessment of the proposed development;
 - d. improvement to the section of existing footway to the east of the site to provide a footway/cycleway joining up with the existing provision adjacent to the A505 roundabout;
 - e. the provision of a nearside passing bay in the Sawston Bypass at its junction with London Road;
 - f. 10% reduction in parking provision;
 - g. Amendment to the Travel Plan to reduce single-occupancy car journeys, improvements to local cycleways, consideration of a shuttle bus service, priority parking for car sharing, shower facility for cycle users, and a Travel coordinator and a Managing Agent.
 - h. As part of the Travel Plan, surveys are proposed of the impact of the development on traffic conditions through Pampisford.
 - i. inclusion of a stage 1 safety audit of the proposed access in the Transport Assessment;
 - j. Deletion of a proposal to provide an emergency access onto the A1301 Sawston Bypass;
 - k. increased provision of landscaping across the site.
6. The application is accompanied by a Design and Access Statement, Transport Statement, Ecological Appraisal, Arboricultural Report and Tree Survey, an Archaeological desk-based Assessment, Ground Investigation Report, Contamination and Remediation Statements, Flood Risk Assessment and a Foundation Works Risk Assessment.

Planning History

7. Application reference **S/2135/06/O** for similar development was refused at Planning Committee on 7th February this year following a site visit by Members. The reasons for refusal followed on from the advice of the Local Highway Authority and stated:
1. *The submitted Transport Assessment (TA) contains insufficient information to enable the full transportation impacts of the scale of development proposed to be identified and mitigated. The Trip generation figures are based upon data contained within the TRICS database and does not reflect the location or local circumstances of the proposal, particularly the level of car parking that is to be provided. The TA also does not provide an all modes assessment of the development either within the network peaks or daily, contrary to PPG13, "Transport" and the County Council's 2004 Transport Assessment Guidelines. Therefore the proposal, in its present form, is contrary to Policies SP8/1 and SP8/2 of the Structure Plan 2003 and Policy TP1 of the South Cambridgeshire Local Plan 2004, which promote sustainable forms of development and travel.*
 2. *In its present form the application fails to provide an appropriate and safe access junction with the existing highway. The application is, therefore, contrary to Policy SP8/1 of the Structure Plan 2003 which requires development to provide appropriate access from the highway network that does not compromise safety.*
 3. *Notwithstanding the above reasons for refusal, the capacity assessment of the A1301/A505 junction shows that with the development there will be a detrimental*

impact on the capacity and operation of this junction. Without either measures to reduce the amount of vehicular traffic, such as reduced car parking alongside a robust Travel Plan or reduced amount of development, and/or capacity improvement measures, the proposal would have an adverse impact on highway operation.

8. In Phase 1, application reference **S/1377/05/F** for the erection of a 42m x 19m x 8.79m to the top of roof, 9.86m to the top of plant roof (1709 sq.m. gross external floor area) B1 (Business) building, together with car parking and landscaping on land to the south of the site was approved on 10th October 2005. This development has been completed.

Planning Policy

Cambridgeshire and Peterborough Structure Plan (2003)

9. Structure Plan **Policy P1/2** states that no new development will be permitted within or which is likely to adversely affect functional flood plains or other areas where adequate flood protection cannot be given and/or there is significant risk of increasing flood risk elsewhere. **Policy P6/3** states that, if development is permitted in areas where flood protection is required, flood defence measures and design features must give sufficient protection to ensure that an unacceptable risk is not incurred, both locally and elsewhere.
10. **Policy P1/3** requires a high standard of design for all new development and requires new development to be integrated with adjoining landscapes.
11. **Policies P2/2, P2/6 and P9/7** relate to the general location of employment, the rural economy and the selective management of employment development respectively.

South Cambridgeshire Development Control Policies Development Plan Document (2007)

12. **Policy DP/1** indicates principles of sustainable development to be applied to application proposals. **Policy DP/2** relates to the design of new development. **Policy DP/3** sets out criteria which should be satisfied if development is to be considered acceptable.
13. **ET/1** sets out the limitations on the occupancy of new business premises in the District. **ET/4** relates to new employment within villages, limited to small scale development employing no more than 25 people, and limited in floor area to offices – 400sqm, R&D- 725sq m. **ET/5** relates to the expansion of firms.
14. **NE/3** requires larger developments to make provision for renewable energy technology. **NE/4** requires development to retain or enhance the landscape character of the area in which it is located. **NE/6** encourages provision for biodiversity. The site lies with Flood Zone 2, and is accompanied by a flood risk assessment. **NE/8** states that development will not be permitted that poses an unacceptable risk to groundwater resources. **NE/11** applies the standards set out in national policy on flood risk (currently PPS25) to new development.
15. **TR/1, TR/2 and TR/3** require new development to give sufficient choice of travel by non-motorised means, to provide up to maximum vehicular parking and minimum cycle parking standards, and to mitigate any adverse travel impacts to which they may give rise.
16. **SF/6** encourages the provision of public art in new development.

South Cambridgeshire Local Plan - Village Policies and Proposals Maps 2004

17. The bulk of the site falls within a 2.3ha allocation for Class B1 employment development by virtue of Policy “**Pampisford 1**” and **EM1, which are incorporated at Policy SP10b of the Local Development Framework site specific Policies Submission draft January 2006.**

Consultations

18. **Pampisford Parish Council:** objects to the proposal:

“We continue to strongly oppose the scale of this development.

19. In the parish council's view, the developer has failed to address the very serious and important weaknesses identified in the earlier application, namely:
- Overcrowded site;
 - Non-compliance with Policy EM6;
 - Traffic congestion;
 - Unworkable transport plan.

OVERCROWDED SITE

20. The proposed development of a further 4 buildings on the site is excessive. Development on this scale in a village of only 300 souls is inappropriate.

Current position:

Phase 1 (3 buildings) already completed but not yet fully occupied.

Phase 2 (2 buildings) detailed planning permission applied for S/1060/07/F.

Phase 3 (2 buildings) outline planning permission being sought S/1061/07/O.

21. Why is there the need for so many buildings when Unit 1 (part of Phase 1 shown above) has been empty since it was completed in 2006?

NON-COMPLIANCE WITH POLICY EM6

22. South Cambs District Council Planning Policy EM6 states that planning permission will only be granted for development where “there would be no adverse impact on residential amenity, traffic conditions, village character and other environmental factors”. The impact in this case would be massive and undoubtedly adverse in all these areas, despite the developers claim to the contrary¹.

23. EM6 defines small scale development to be for firms who employ 25 people or less. The developer suggests that “this should not however be seen as particularly significant”². The Parish Council disagrees: the principles enshrined in EM6 were crafted to protect and maintain the character of villages like Pampisford. We are extremely concerned that this policy may not be enforced.

TRAFFIC CONGESTION

24. The parking provision for all buildings totals more than 350 spaces, even after the modest reduction of 20 car parking places offered in the latest application. If these buildings, plus the empty one already built, are fully occupied they will generate additional traffic flows on a huge scale.

1 para 3.21 Design and Access Statement

2 para 3.20 Design and Access Statement

- a) Entering and leaving the site: The developer plans to limit the access to the site to just one road. He claims this is an improvement to the present situation but imagine the problems created by 350 vehicles (that is 3 cars a minute on average) trying to enter and leave the site during morning and evening rush hours.
- b) A1301/A505: The earlier application was rejected because the developer had failed to provide "an appropriate and safe access junction with the existing highway". It was also stated that there would be a detrimental impact on the capacity and operation of the A1301/A505 junction.

In the view of Pampisford Parish Council, the offered reduction of 20 car parking places (which will not necessarily reduce the number of cars) and the provision of a passing bay at the junction of the A1301 and London Rd will make very little difference to the problem. More importantly, we note that there are no proposals to improve the flow of traffic at the A505 roundabout where the major impact would be felt.

Additional traffic on this scale will have a devastating impact on the local road network which is already heavily congested.

- c) Traffic through the village: Since the upgrading of the A505 roundabout two years ago, rat-running through the village has greatly improved. The proposed development can only add to congestion. This will again lead to Town Lane and Brewery Road in Pampisford being used as a rat-run by A505 traffic. By offering, no improvements to local roads, the new application fails to address this.

TRANSPORT PLAN

- 25. The developer places great store by the creation of a travel plan involving car sharing or cycling. Such policies might work where there is a single employer, as in the case of the Genome site at Hinxton, where the employer is in a strong position to implement the "robust measures" to which the developer refers. The Iconix buildings will however, in the developers own view, be let to a large number of small firms. It would not be feasible for them to operate the kind of detailed scheme envisaged. Whilst the developer could include some such obligation in the terms of the lease, compliance could not be easily monitored or enforced. The travel plan therefore is more pious than practical.

CONCLUSION

- 26. For the reasons stated above, Pampisford Parish Council are solidly opposed to the scale of the development and recommend rejection of this application.
- 27. If, notwithstanding our deep concerns over this development, SCDC is minded to approve this application, there are a number of important conditions we would wish to see imposed:
 - a) **Scale back:** The development should be scaled back to be more in keeping with the character of the village and the spirit of Policy EM6.
 - b) **Transport and additional traffic:** There must be provision for traffic calming and other measures to control rat-running through the village.
 - c) **Widening of London Road** The intended widening of London Road for a turning lane to the site must not impact on the footpath and grass verge.

- d) **Cycleways:** Local cycleways need joining up, between Pampisford and the west side of Whittlesford station, Sawston, along the bypass, A1301 and A505 eastwards.
 - e) **Number of employees:** Controls on number of employees in the tenant businesses (following policy EM6).
 - f) **Light pollution:** There should be strict controls on light pollution from the site. The unoccupied building in Phase 1 is already illuminating the surroundings to an unnecessary degree.
 - g) **Hazardous substances:** There should be strict controls of/ restrictions on hazardous substances, which might be used in some small light industry/ lab research operations, particularly in relation to disposal. There is already polluted ground water in the area.
 - h) **Entry to the village:** There should be a defined acknowledgement that people are entering the village as you come to 30mph sign on London Road – such as a fence, village name, village sign or traffic calming measures.”
28. **Sawston Parish Council** – recommendation of refusal on the grounds of traffic generation, and requesting a Green Travel to Work Plan for the scheme.
29. **Local Highway Authority** – formal comments awaited, but there have been several meetings between the applicants and the LHA prior to submission of the application.
30. **Council’s Drainage Manager** – No objection, subject to compliance with Environment Agency restrictions on surface water discharge rates.
31. **Ecology Officer** – The proposals are considered to be satisfactory, subject to clarification of boundary planting and to a condition to require provision of bird and bat boxes, and pollarding of willows on the site.
32. **Landscape Design Officer** – No objection to the amended scheme, subject to a condition requiring detailed landscaping to be agreed.
33. **Trees and Landscape Officer**- does not consider that the proposals for the planting and protection of new trees in the reconfigured car park have been adequately designed, and should be the subject of a condition if planning permission is approved.
34. **Corporate Manager (Health and Environmental Services)** – Notes that there is substantial contamination to soils and groundwater, which should be the subject of remediation as required by the Environment Agency. There is some concern about the high concentrations of methane gas detected on site, which is linked to the presence of a septic tank that should be removed and the site continued to be monitored.
35. **Cambridgeshire Fire and Rescue Service** has requested a condition to require provision of fire hydrants on the site.
36. **Police Architectural Liaison Officer** – Comments that the area to the rear of the proposed units lacks natural surveillance which will expose them to criminal attack.
37. **County Archaeological Unit** – the applicant has submitted a desk-top archaeological assessment, and further investigations are unnecessary.

38. **Environment Agency** – The EA considers the flood risk assessment to be acceptable in principle, but has requested clarification of details relating to the flood compensation area. The EA has recommended several conditions, and a S106 Agreement to safeguard the flood compensation area in perpetuity, and to safeguard it from inappropriate development.
39. **Anglian Water** – Recommends a condition to require the submission of foul and surface water drainage proposals for the scheme.
40. **Cambridge Water Company** – No comments received, but previously was concerned that any planning consent should include conditions to prevent ground water contamination in the chalk aquifer from the development.

Representations

41. Letters of objection have been received from 12 households in Pampisford. The grounds of objection are:

Traffic and parking

42. The right-turn into London Road from the A1307 adjacent to the roundabout can be delayed by queuing traffic on the opposite lane, producing a back up of traffic behind. Extra traffic using this junction will make matters worse, and will encourage rat running through Pampisford.
43. There will be a 'rat run' through Pampisford, especially on Brewery Road and Town Lane. There will be a serious accident here. There will be noise disturbance, vibration and danger from extra traffic using this run.
44. Traffic backs up on the A505 roundabout already. The applicant's own figures show that an extra 3 cars per minute will be using London Road in the rush hours as a result of the development.
45. More traffic on the A505 will make it difficult to turn right onto it from Pampisford, which is already affecting the local bus service.
46. There is a potential for accidents at the junction leaving the village.
47. Local roads cannot cope with extra traffic - 380 or more vehicles. The type of jobs created will not match the population profile in this area, so the cars are bound to come from other areas. There will be nil benefit for Pampisford.
48. There will be congestion during the construction period.
49. The reduction in car parking is not enough. There should be a significant reduction in car parking spaces.
50. Car sharing is irrelevant, as it will not happen in practice and is almost impossible to enforce.

Scale

51. The development is too large for this small village. This will create employment for 300-400. Pampisford has fewer than 400 population.

Planning Comments

Employment Policies

52. The site is brownfield/previously developed land within the Village Framework. Structure and Local Development Framework policies encourage Business development on such sites, subject to limitations on occupancy for Class B1 premises being imposed by condition (Policy ET/1 of the South Cambridgeshire Development Control Policies Development Plan Document).
53. Although the site is within the Pampisford Village Framework, it is also very close to Sawston Village Framework, a Rural Centre. Hence its allocation for business development in an established employment area close to a large village. Policy ET/4 of the Development Control Policies DPD supports small-scale (firms who employ 25 people or less) B1 development in this circumstance.
54. Having regard to the size of each unit and the car parking available to each, it is possible that each unit would, if occupied by a single user, employ more than 25 persons. However, I do not consider that this is fatal to the proposal given that this is existing employment land, each unit is similar in size to that approved at Unit 1 in 2005 and an occupancy condition is required by virtue of Policy ET/1 of the Development Control Policies DPD.

Character and Appearance

55. The proposed buildings will back on to existing unattractive commercial buildings to the east. They will be seen from the A1301, Sawston By-pass, but in the context of commercial buildings on either side. A section drawing illustrates that a parapet wall to the roof of the buildings would 7.95m and the plant rooms 10.25m above ground level respectively. I do not consider that the height and scale of such buildings would be out of character with those in the near vicinity or under construction.

Transportation

56. The proposed new access achieves 4.5m x 90m visibility splays, appropriate to the scale of the development and the 30 mph speed limit on London Road. It provides a protected right-turning lane which doesn't exist for either of the two existing accesses. Both of these would be closed. In principle, therefore, highway safety on London Road should be improved.
57. The car park will comprise some 95 spaces. Car parking has been provided at a ratio over the entire site of 1 space per 35.7 sq.m. gross floor area to accord with the Local Plan maximum standard of 1 space per 30sq.m. for development over 2,500 sq.m. Disabled car parking provision has been provided at 5% of capacity (6 spaces). Covered and secure cycle parking is provided at 1 space per 50 sq.m. gross floor area. Although this accords with the level of provision approved as part of the 2005 permission for Unit 1, it does not accord with the Development Control Policies DPD standard of 1 space per 30 sq.m. gross floorspace. In conjunction with a Travel Plan, I consider that this provision will be adequate.
58. The site is located 1.6km from Whittlesford railway station and close to bus stops on London Road, along which the frequent Citi 7 service operates. Each business unit will be subject to a Travel Plan, which can be made the subject of a condition.
59. To the south of the site, London Road merges into the A1301 Sawston By-Pass at a very acute angle. The Transport Statement assesses traffic flows for the full development opening year of 2010. The Statement concludes that in 2010, the site access and junction of London Road/ A1301 Sawston Bypass will operate 'with substantial reserve capacity in weekday peaks', whereas the A505 roundabout is currently approaching capacity in weekday peak periods. The report notes that 'with

the introduction of traffic growth and development trips through to 2010 both the A1301 eastern approach and the A505 southern approach are predicted to be at the limit of capacity'. The proposed provision of a nearside passing bay on the A1301 at its junction with London Road stems from a recommendation of the Local Highways Authority to improve safety.

60. The Travel Assessment proposes monitoring the amount of rat running through Pampisford. The agent comments that there would be a small likelihood of such rat running, based on predicted development trips in weekday peak periods. The implications of these findings is being analysed by the County Council, and will be reported verbally to the Planning Committee.

61. The improved cycleway and footway link to Whittlesford Railway Station involves a crossing of London Road north of the A1301 junction and a crossing back over the A1301 at its southbound approach to the A505 roundabout. I am awaiting the comments of the County Council as to the adequacy of this route, but the proposed completion of this cycleway link between the site and the A505 is to be welcomed.

Drainage and Flood Risk

62. The Flood Risk Assessment identifies the development as largely within the 1 in 100 year flood level of 23.36 AODN. Finished floor levels are to be raised 600mm above that flood level as required by the Environment Agency. The levels of proposed access road and car parking will be partly below the flood level but above the only actual flood level relating to the site of 22.71, AODN taken on 1st September 1968. It is proposed that this risk will be mitigated by putting in place a flood warning and evacuation procedure. Surface water will be stored/attenuated and discharged into the watercourse at an agreed rate.

63. The displacement of flood waters by buildings will be compensated for within the site on a level by level, volume by volume basis up to 1 in 100 year flood level. This is detailed in the FRA, which is acceptable to both the Environment Agency and the Council's Drainage Manager, subject to the imposition of a number of conditions on any planning permission.

Ground Contamination

64. The Ground Investigation Report and Foundation Works Assessment recommends that localised remediation is necessary to mitigate the impact of concentrations of chromium and various hydrocarbons which were proven in soils. The appropriate and suitable foundations for each building are identified in these reports.

Landscaping and Ecology

65. The proposed landscaping belt along the south west boundary will vary in width from 7m to 18m. Native tree and shrub species will reflect the previously approved scheme for Phase 1 (Unit 1). In the northern section of this belt an existing open watercourse will be retained but will require re-profiling. An existing open ditch approximately 72m in length and located to the north of the disused petrol filling station is to be diverted, but will remain open other than under the access road. The existing access gaps on London Road will be closed by the planting of a native hedge, the species being selected from the existing hedge on this frontage.

66. The appearance of the car park will be softened by a mix of ornamental trees and shrub planting.

67. The Ecological Appraisal found no habitats of ecological value although features on site offer opportunities for local wildlife. A survey found no evidence of bat roosts, and a low population of common lizards at the edge of the development area. The

report recommends that a reptile mitigation strategy be prepared. Any removal of vegetation should be conducted outside of the bird nesting season (March-August).

Previous Refusal Reasons

68. The application has considered refusal reason 1 of S/2134/06/F by submitting additional information, including an all-modes assessment, concerning the transport impacts of the development and proposed mitigation. Reason 2 has been considered by the inclusion of a stage 1 safety audit of the proposed access. Refusal reason 3 has been taken into account by means of the measures to reduce traffic generation in the Travel Plan and reduction in on-site parking.

Conclusion

69. Subject to the comments of the Local Highway Authority, I support the proposal in principle, with conditions as recommended below.

Recommendation

70. Subject to the comments and recommended conditions of the Local Highway Authority, Approval, subject to conditions, to include:
1. Standard Condition B – Time limited permission (Reason A);
 2. Sc1 Reserved Matters - layout, scale, appearance and landscaping (Rc1);
 3. Sc52 – Implementation of landscaping (Rc52);
 4. Notwithstanding the provisions of Article 3 and Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking or re-enacting that order with or without modification) - for a period of ten years from the date of first occupation of each of the hereby permitted buildings, they shall only be used and occupied as follows:
 - (a) Offices
 - (i) Normally to the provision of a local or sub-regional service or administrative facility principally for persons resident or organisations situated in the Cambridge area excluding national or regional headquarters offices; *or*
 - (ii) To a maximum floorspace of normally 300 square metres;
and/or
 - (b) Research and Development
 - (i) To the provision for high technology research and development firms, or organisations, which can show a special need to be closely related to the Universities, or other established facilities or associated services in the Cambridge area;
and/or
 - (c) Light industry to a maximum planning unit size of 1,850 square metres of floorspace.

(Reason - To safeguard Policy 9/7 of Cambridgeshire and Peterborough Structure Plan 2003 and policy ET/1 of the South Cambridgeshire Development Control Policies Development Plan Document 2007, which limit employment

development in the Cambridge area to uses that need to be located close to Cambridge.)

5. Sc5 - Details of the covered secure cycle parking.
(Reason - To encourage alternative means of travel to the site.)
6. Neither building shall be occupied until a Travel Plan has been submitted to and approved by the Local Planning Authority; implementation of the Plan shall be carried out in accordance with the approved details of the Plan.
(Reason - To encourage car sharing and the use of alternative means of travel to the site.)
7. Details of the location and type of any power driven plant or equipment including equipment for heating, ventilation and for the control or extraction of any odour, dust or fumes from the buildings but excluding office equipment and vehicles and the location of the outlet from the buildings of such plant or equipment shall be submitted to and approved in writing by the Local Planning Authority before such plant or equipment is installed; the said plant or equipment shall be installed in accordance with the approved details and with any agreed noise restrictions.
(Reason - To protect the occupiers of adjoining buildings from the effect of odour, dust or fumes.)
8. During the period of construction, no power operated machinery shall be operated on the premises before 08.00 hours on weekdays and 08.00 hours on Saturdays nor after 18.00 hours on weekdays and 13.00 hours on Saturdays (nor at any time on Sundays or Bank Holidays), unless otherwise previously agreed in writing with the Local Planning Authority in accordance with any agreed noise restrictions.
(Reason - To protect occupiers of adjoining buildings from noise.)
9. No development shall commence until a scheme of ecological enhancement, including measures for the erection of bird and bat boxes and the pollarding of suitable willow trees, has been submitted to and approved in writing by the Local Planning Authority; the scheme shall be implemented in accordance with the approved details and an approved timetable.
(Reason - To accord with Policy NE/6 of the South Cambridgeshire Development Control Policies Development Plan Document 2007 which seeks to retain features of biodiversity interest and Planning Policy Statement 9 which requires ecological enhancement in new developments.)
10. No development shall commence until flood compensation works have been carried out in accordance with Flood Risk Assessment for Phases 2 and 3 dated May 2007 and drawings numbered 19374:90:001 Rev E and 002 Rev D. The works shall be implemented in accordance with the approved programme unless otherwise agreed with the Local Planning Authority.
(Reason - To provide a satisfactory method of floodplain compensatory works, thereby maintaining the immediate floodplain regime.)
11. No development shall commence until details of a safe access/egress route, not adversely affecting the flood regime, to land outside the 1 in 100 year floodplain, are submitted to and agreed in writing by the Local Planning Authority. The approved route shall be in place before any occupancy of the buildings.
(Reason - To provide safe access and egress during flood events and reduce reliance on emergency services.)
12. No spoil or materials shall be deposited or stored in the floodplain nor shall any ground be raised within the floodplain as shown on Drawing No. 19374:90:002 Rev D within the Flood Risk Assessment unless expressly authorised in writing by the

Local Planning Authority.

(Reason - To prevent the increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity.)

13. Notwithstanding the provisions of Article 3 and Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order), the following classes of development more particularly described in the Order are expressly prohibited within the Flood Compensation Area in accordance with Drawing No. 19374:90:002 Rev D in respect of the property and each unit thereon unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf: - Part 8 (Industrial and Warehouse Development).
(Reason - To ensure that any development which would not otherwise require planning permission does not lead to an increased risk of flooding to other land/properties, due to impedance of flood flow and reduction in flood storage capacity.)
14. The minimum ground floor level of any building involved in the development must be at least 23.96m AOD unless otherwise agreed in writing by the Local Planning Authority.
(Reason - To provide a reasonable freeboard against flooding and an allowance for climate change.)
15. No development shall commence until a flood contingency plan including car parks and warning signage has been submitted to and approved in writing by the Local Planning Authority; the approved plan shall be implemented in accordance with the Flood Risk Assessment before any building is occupied and shall thereafter be held on site for use at all times.
(Reason - To ensure the safe access and egress during times of flood.)
16. No development shall commence until a scheme for the provision and implementation of foul and surface water drainage has been submitted to and approved in writing by the Local Planning Authority. The works/scheme shall be constructed and completed in accordance with the approved plans/specification at such time(s) as may be specified in the approved scheme.
(Reason - To prevent the increased risk of flooding by ensuring the provision of a satisfactory method of surface water drainage.)
17. No development shall commence until a scheme for the provision and implementation of ground contamination investigation, assessment and remediation has been submitted to and approved in writing by the Local Planning Authority. The works/ scheme shall be constructed and completed in accordance with the approved plans/ specification at such times as may be specified in the approved scheme. (Reason – To prevent the increased risk of pollution to the water environment)
18. No development shall commence until details of a scheme to safeguard the flood compensation area as identified in the Flood Risk Assessment from inappropriate development has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a timetable for the provision to be made and shall be carried out in accordance with the approved details. (Reason - To safeguard the flood compensation area from inappropriate development and to prevent the increased risk of flooding).
19. The development, hereby permitted, shall be fully protected against the ingress of carbon-dioxide and volatile organic compounds using appropriate (aluminium cored) gas protection membranes: service entry points must be fully sealed.

(Reason - The development is above the LS9 closed non-inert landfill site used for the disposal of tannery residues. RSA Geotechnics site investigation report 10070A demonstrates the presence of significant VOC and carbon dioxide levels in the ground beneath the development.)

20. No development shall commence until a scheme for the provision and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service has been submitted to and approved in writing by the Local Planning Authority; no development shall take place other than in accordance with the approved scheme.

(Reason - To ensure adequate provision of fire hydrants.)

21. No external lighting to the development, hereby permitted, shall be installed other than in accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority.

(Reason - To minimise the impact of light pollution in the area.)

plus transportation and highway conditions as recommended by the Local Highway Authority.

Reasons for Approval

1. The development is considered generally to accord with the Development Plan and particularly the following policies:
 - **South Cambridgeshire Development Control Policies Development Plan Document (2007)**
 - DP/1 (Sustainable Development)
 - DP/2 (Design of New Development)
 - DP/3 (Development Criteria)
 - ET/1 (Limitations on the Occupancy of New Premises in South Cambridgeshire)
 - ET/4 (New Employment Development in Villages)
 - TR/1 (Planning for More Sustainable Travel)
 - TR/2 (Car and Cycle Parking Standards)
 - TR/3 (Mitigating Travel Impact)
 - NE/6 (Biodiversity)
 - NE/8 (Groundwater)
 - NE/11 (Flood Risk)
 - **South Cambridgeshire Local Plan 2004: Pampisford 1 and EM1**
 - **Cambridgeshire and Peterborough Structure Plan 2003:**
 - P1/2 (Environmental Restrictions on Development)
 - P1/3 (Sustainable Design in Built Development)
 - P2/2 (General Location of Employment)
 - P2/6 (Rural Economy)
 - P6/3 (Flood Defence)
 - P9/7 (Selective Management of Employment Development)
2. The proposal is not considered to be significantly detrimental to the following material considerations, which have been raised during the consultation exercise: **scale of development; highway safety; traffic impact; flood risk; site contamination; landscaping; biodiversity.**

Informatives

1. Should driven pile foundations be proposed, then before works commence, a statement of the method for construction of these foundations shall be submitted to and agreed by the District Environmental Health Officer so that noise and vibration can be controlled.
2. During construction there shall be no bonfires or burning of waste on site except with the prior permission of the Environmental Health Officer in accordance with best practice and existing waste management legislation.
3. As recommended by the Environment Agency.

Background Papers: the following background papers were used in the preparation of this report:

- South Cambridgeshire Development Control Policies Development Plan Document (2007) and Site Specific Policies Submission Draft (2006).
- South Cambridgeshire Local Plan 2004
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning File Refs: S/1377/05/F, S/2135/06/O and S/1060/07/O

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

5th September 2007

AUTHOR/S: Executive Director / Corporate Manager - Planning and Sustainable Communities

**S/1304/07/F – STEEPLE MORDEN
Dwelling – 32 Bogs Gap Lane for Mr P Comer and Ms R Baston**

Recommendation: Approval

Date for Determination: 5th September 2007

Notes:

This Application has been reported to the Planning Committee for determination because Steeple Morden Parish Council recommended that it be refused.

Site and Proposal

1. Number 32 Bogs Gap Lane is one of a pair of semi-detached properties located in a row of similar such properties within the Steeple Morden village framework. Open countryside to the north and south. The relationship of this penultimate pair of dwellinghouses with its eastern neighbours differs to that of other properties in the row in that the rear elevations of numbers 19 and 21 Brook End face the rear garden of the application property. Adjacent to the east elevation of number 32 there is single storey flat roofed garage after which the boundary of the site follows a north-easterly direction until it reaches the public highway.
2. This full application, received on the 11th July 2007 proposes to erect a two storey, three bedroom, attached dwellinghouse to the east of number 32 on a site of 0.071 hectare. The proposed two-storey dwellinghouse has a hipped roof with a height to eaves of 5.3m and a ridge height of 8.4m, 0.6m lower than that of the adjacent dwellinghouse. Its footprint scales at 57.5sq.m. The third bedroom is located within the roof space with rooflights in the front elevation being provided to illuminate the room. To the rear of the property there will be a single storey lean-to element that has a pitched roof to match that of the main dwellinghouse. The front and rear gardens of the existing dwellinghouse will be subdivided in order to provide a curtilage for the new property and it is proposed to use a red brick for the external walls, plain roof tiles and Upvc windows to match the materials of the adjacent property. The density equates to 14.1 dph

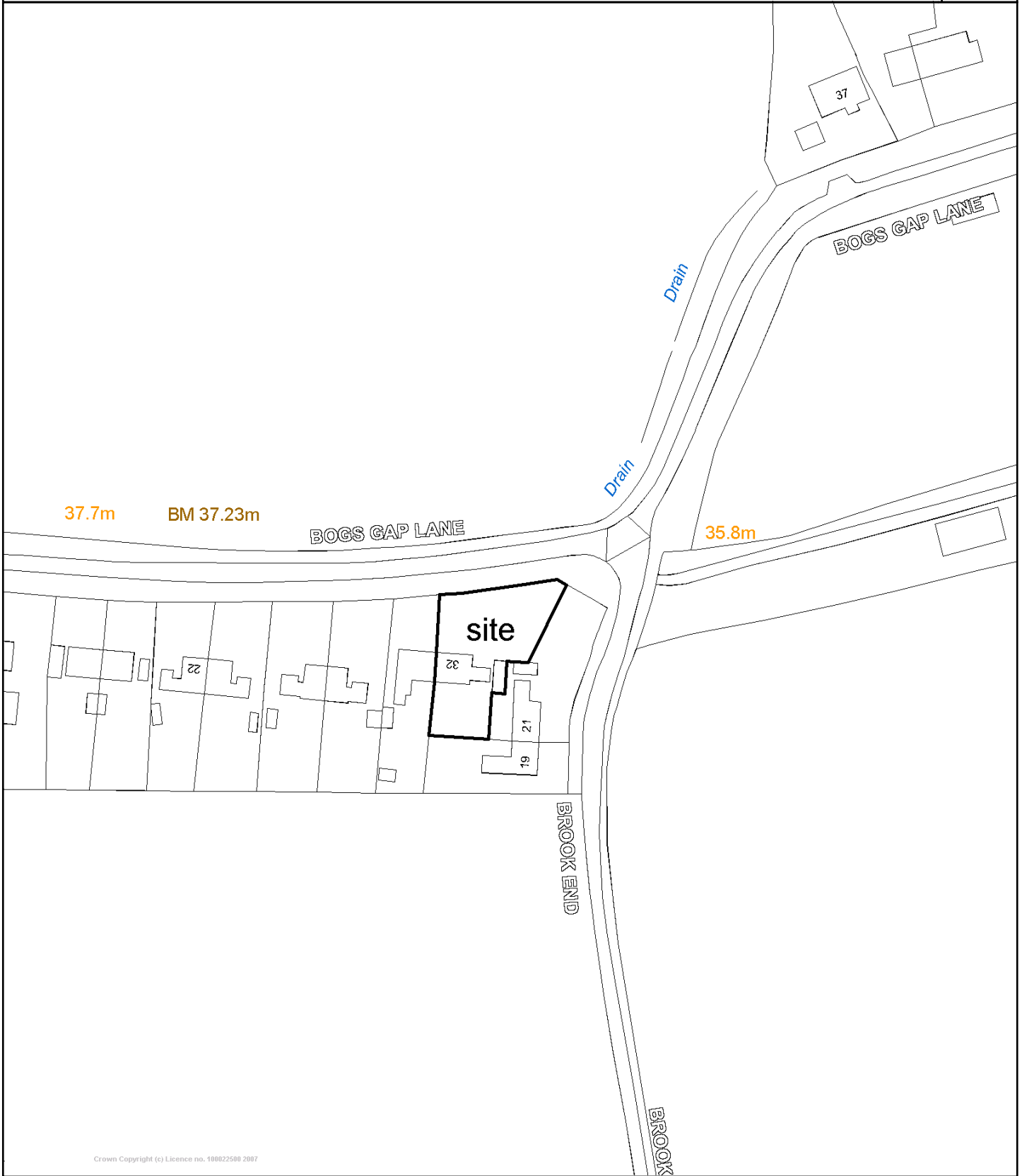
Planning History

3. Planning consent was granted earlier this year for a two-bedroom dwellinghouse on the same footprint and of the same height of those of this latest proposal **(S/0334/07/F)**.

Planning Policy

4. **Cambridgeshire and Peterborough Structure Plan 2003**
Policy P5/3 requires Local Authorities to increase the density of new housing developments in order to maximise efficiency in the use of sites.

S-1304-07



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September 2007 Planning Committee

Local Development Framework (Adopted July 2007)

5. **DP/3 'Development Criteria'** states that planning permission will not be granted where the proposed development would have an unacceptable adverse impact on residential amenity; village or countryside character.
6. **Policy ST/6** of the Core Strategy 2007 defines Steeple Morden as a Group Village. Residential development up to a maximum, scheme size of 8 dwellings will be permitted within the village framework.

Consultation

7. **Steeple Morden Parish Council** – Recommends that the application be refused. Although the Parish Council welcomed the original application for a two-bedroom dwelling, as it felt the village would benefit from having a dwelling of this size, it finds it hard to accept that such a dwelling is now not viable. The Parish Council also questions whether this revised design is contained within the same footprint as the original and has concerns for the precedent set by the Velux rooflights on the local streetscape.
8. **Chief Environmental Health Officer** – Has no objection, though recommends that any consent granted be conditional to limit the impact upon neighbour amenity through the hours of operation of power-operated machinery.
9. Environment Agency has no objections. Comments are made on the use of soakaways.

Representations

10. One letter of representation has been received from the owner/occupier of 21 Brookend, who states that in the documentation he has received the applicants' names are detailed as being Mr P. Comer and Ms R. Baston, which he states can no longer be the case as Ms R. Baston no longer resides at the property.
11. The same gentleman also commented on the previous application stating that it was unsightly and totally out of keeping with the adjoining properties, though, following the amendment of the design of the approved application, these comments were not repeated.

Planning Comments – Key Issues

12. Essentially the visual impact upon the street scene and the impact upon neighbour amenity have already been considered during the determination of the previously approved application, which the Parish Council recommended be approved. In response to the Parish Council's concern about the footprint of the proposed dwelling it is the same as that of the approved application for the two-bedroom dwellinghouse, being 1.5 m away from the east boundary. Therefore the main issues for Members to consider are the visual impact upon the street scene of the two rooflights and the appropriateness of refusing the application in order to maintain the stock of small properties within the village.

Visual Impact upon the street scene

13. Number 32 Bogs Gap Lane is neither in a Conservation Area nor within the setting of a listed building. Moreover the new dwelling will be set approximately 16m back from the public highway and none of the conditions attached to the previous approval would prevent the insertion of the two modest rooflights that are now proposed. In the same way that the approved dwelling would not have required specific planning

consent for rooflights, once built, neither would the other properties in the street. Therefore the Local Planning Authority would have no control over further such developments, which in my opinion would not have an unacceptable visual impact upon the street scene given the set back nature of the properties.

Retaining small properties within Steeple Morden

14. Although Policy HG/6 of the Local Development Framework aims to prevent a gradual reduction in the stock of smaller and medium sized dwellings in countryside areas there is no Structure Plan or Local Development Framework policies that would have a similar aim for developments within village frameworks. Moreover in the absence of any significant alteration of the visual impact from that of the previously approved dwellinghouse it is difficult to identify any harm which could be supported by evidence at any subsequent appeal.

Recommendation

15. Approval

Conditions

1. Standard Condition A – Time limited permission (Reason A);
2. The dwelling, hereby permitted shall not be occupied until the parking and turning areas have been provided in accordance with drawing no 13GL/T13/06 1F, such areas shall thereafter be maintained for the parking of vehicles before the new dwelling is occupied.
(Reason – To ensure that adequate space is provided within the site for the parking of vehicles for both the existing and new dwelling.)
3. No further windows, doors or openings of any kind shall be inserted in the first floor south and east elevations (including roofslopes) of the new dwelling, hereby permitted, unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf.
(Reason - To safeguard the privacy of occupiers of the adjoining properties.)
4. The first floor windows in the south elevation of the dwelling, hereby permitted, shall be fitted and permanently maintained with obscured glass.
(Reason - To safeguard the privacy of occupiers of the adjoining properties.)
5. During the period of construction no power operated machinery shall be operated on the premises before 08.00 hours on weekdays and 08.00 hours on Saturdays nor after 18.00 hours on weekdays and 13.00 hours on Saturdays (nor at any time on Sundays or Bank Holidays) unless otherwise previously agreed in writing with the Local Planning Authority in accordance with any agreed noise restrictions.
(Reason - To minimise noise disturbance to adjoining residents.)
6. Notwithstanding the provisions of Regulations 3 and Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order), the following classes of development more particularly described in the Order are expressly prohibited in respect of the property unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf:-
 - i) PART 1, (Development within the curtilage of a dwellinghouse, classes A, B, C and E).

ii) PART 2, (Minor operations), Classes A (erection of gates, walls or fences).

(Reason - To ensure that additions or extensions which would not otherwise require express planning permission do not overdevelop the site with consequent harm to the amenity of the occupiers of the neighbouring properties by virtue of being overbearing.)

Informatives x 2

See Chief Environmental Health Officers letter of the 17th July 2007.

See Environment Agency letter of the 27th March 2007 (taken from previous application)

Reasons for Approval

1. The development is considered generally to accord with the Development Plan and particularly the following policies:
 - **Cambridgeshire and Peterborough Structure Plan 2003: P5/3** (Density)
 - **Local Development Framework; Core Strategy and Development Control Policies 2007 DP/3** (Development Criteria)
ST/6 (Group Villages)
2. The development is not considered to be significantly detrimental to the following material planning considerations which have been raised during the consultation exercise:
 - Visual impact on the locality

Background Papers: the following background papers were used in the preparation of this report:

- South Cambridgeshire Local Development Framework Core Strategy (adopted January 2007) and Development Control Policies (adopted July 2007)
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning File Ref: S/1304/07/F; S/0334/07/F

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee5th September 2007**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

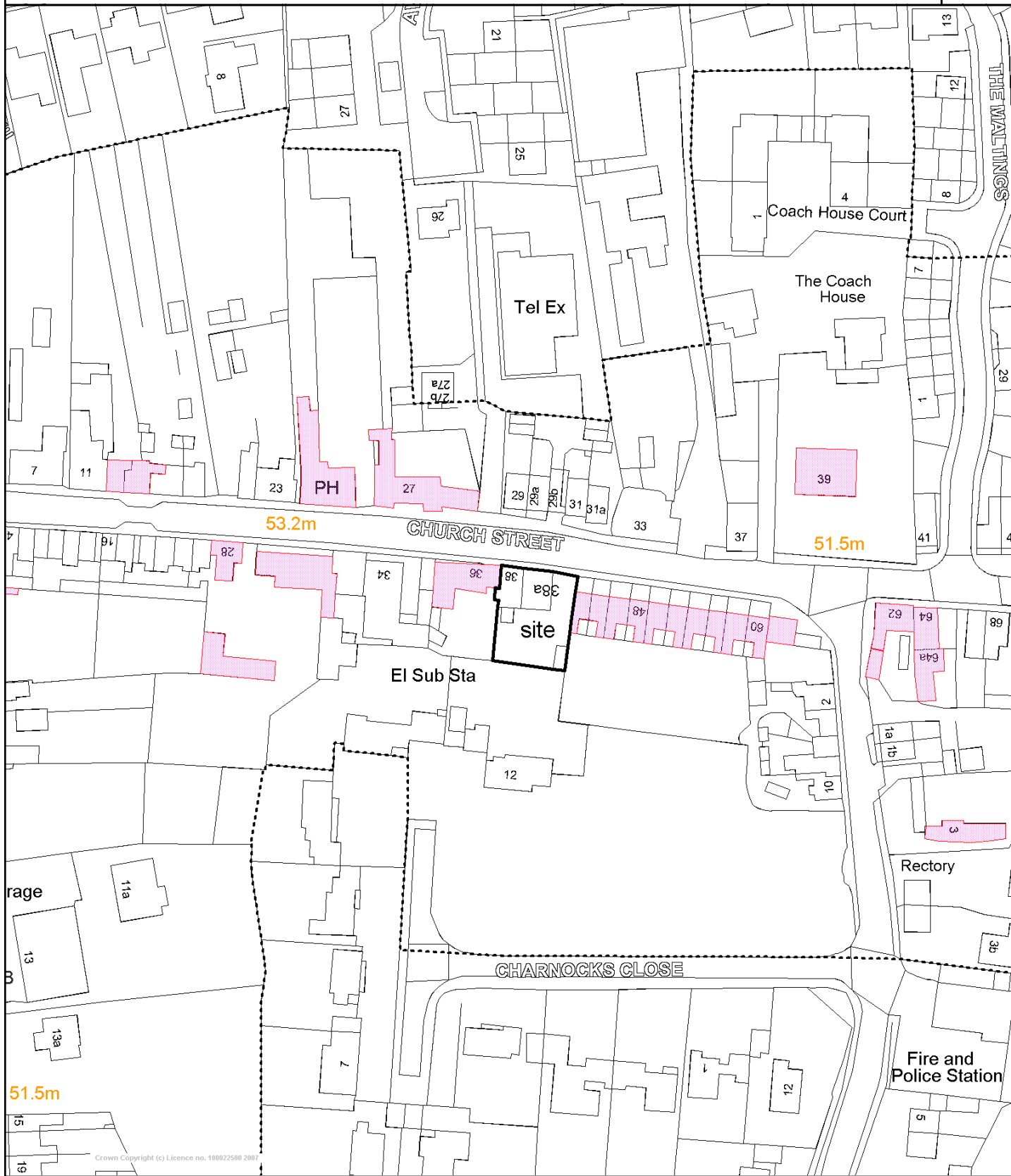
S/1293/07/F & S/1292/07/LB - GAMLINGAY**Creation of Café (A3), Relocation of Existing Chiller and new roof, mezzanine floor at 38/40 Church Street for Mr J Crowther
Recommendation: Approval****Date for Determination: 30 August 2007****Notes:**

This Application has been reported to the Planning Committee for determination because Gamlingay Parish Council has recommended refusal of the planning and listed building applications.

Conservation Area and Grade II Listed Building (Curtilage listed)**Site and Proposal**

1. 38-40 Church Street, Gamlingay is located within the designated Conservation Area. No 38 Church Street is currently used as a butcher and No. 40 is used as a Bakers, both Use Class A1 (shops). Both units are accessed to the rear by a side opening that runs along the boundary of the baker's wall. The yard comprises a single storey building to the rear of the site named 'preparation room' used for the existing commercial units and an associated chiller and refrigerator for the use of the butcher. A storage area that is located between the two units currently separates the two units; this is hidden from the street scene by two large gates located hard against the footpath. On the gates advertises the butcher, Knibbs of Gamlingay. The application site abuts residential properties on the east, south and west boundaries. To the north is Church Street.
2. The full application received 5th July 2007 seeks to create a cafe use (A3) to the existing A1 uses which would remain, relocate the existing chiller to create space for an external seating area, a new roof over the refrigerator and existing preparation room and the introduction of a mezzanine floor over the existing units to replace the lost storage at ground floor. Part B of the application form states that there are 7 existing employees and estimates that there would be 1 additional full time employee as a result of the proposed scheme. It is anticipated that there would be 5 additional vehicular movements per day.
3. The application is accompanied with a Design and Access Statement.
4. Since the original submission for this scheme there has been various revisions made based on early concerns raised with the agent. The Conservation Officer has requested various changes to the building and these have been addressed, the parking arrangements have also been altered in light of the neighbours' access to the garage that is via the same entrance.
5. There is still some concern with reference to the bin store and access to and from it.

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Planning History

6. There have been various planning applications over the years for this site, the majority of which are for Listed Building consent. The site has had several extensions approved (**S/0420/00/F** and **SC/0215/71/F**), none of which are relevant to the current application. The access to the rear of the site was approved in 1986 (**S/0260/86/F**).

Planning Policy

National Policy

7. **PPS 7 Sustainable Development in Rural Areas** states in paragraph 7 that planning authorities should adopt a positive approach to planning proposals designed to improve the viability, accessibility or community value of existing services and facilities, e.g. village shops and post offices, rural petrol stations, village and church halls and rural public houses, that play an important role in sustaining village communities.

Cambridgeshire and Peterborough Structure Plan 2003

8. **Policy P1/3 'Sustainable Design in Built Development'** requires a high standard of design and sustainability for all new development, which minimises the need to travel and reduces car dependency.
9. **Policy P7/6 'Historic Built Environment'** states Local Planning Authorities will protect and enhance the quality and distinctiveness of the historic built environment.

Local Development Framework (Adopted July 2007)

10. **Policy DP/2 'Design of New Development'** sets out requirements for high quality design within new development.
- Policy CH/3 Listed Buildings:**
11. Applications for planning permission and listed building consent (including applications for alterations, extensions, change of use or demolition of listed buildings) will be determined in accordance with legislative provisions and national policy (currently in PPG15). In assessing such applications the District Council will adopt a presumption in favour of the retention and preservation of local materials and details on listed buildings in the district.
12. **Policy CH/4 'Development within the Curtilage or Setting of a Listed Building'** sets out the requirements for development within the curtilage or setting of listed buildings.
13. **Policy CH/5 'Conservation Areas'** of the Local Development Framework 2007 sets out requirements for development within Conservation Areas.
14. **Policy SF/4 'Retailing in Villages'** states that proposals for new shops, redevelopment or extension of existing shops, or the change of use of buildings to shops within the village framework will only be permitted where the size and the attraction of the shopping development is of a scale appropriate to the function and size of the village.
15. **Appendix 1 Standards for Car Parking Provision** states that for A3 uses (such as restaurants, snack bars and cafes) 1 car space per 5 metres square of gross floor area should be provided as a maximum.

Planning Consultation

16. **Gamlingay Parish Council** – Recommends that both the Listed Building and planning applications be refused:
17. The comments for the Listed Building application read:
dormer looks straight into neighbours' gardens; skylight would prevent this loss of privacy. Further details relating to chiller with regard to noise pollution required. Concerns about creating a public space from semi-private yard (currently).
18. The comments for the Planning Application read:
Council has received objections from neighbours to the site with regards to car parking – space and layout do not allow for vehicular access of neighbour to garage in the corner of the site, together with increased security concerns. Creation of mezzanine to party wall a concern – noise, smell from café (detailed as open storage) concern about creating 'public' space adjacent to residential gardens with resultant noise pollution/security risk. Also increased noise pollution from relocated chiller – to back wall – requirements for insulation not addressed
19. **The Local Highways Authority** – Though the LHA was not initially consulted the concerns raised in the Parish Council comments were passed on to assess the impact the additional use would have on highway safety. Comments received on the 20th August 2007 read as follows
20. *In Highway terms the change of use from retail to a cafe would not be significant. There is on street parking and whereas the change of use may intensify the turn over of vehicles using this is unlikely to impact significantly from highway safety perspective. Any areas where parking could be potentially hazardous could/should be controlled by traffic regulation orders.*
21. **The Chief Environmental Health Officer** comments have not been received to date and will be presented verbally at Committee

Representations

22. There have been 2 letters of objection. The first received from the occupiers of No. 36 Church Street, abutting the western boundary of the site has raised concern regarding the following
 - a. The introduction of a dormer window in the rear will allow people to look directly into the garden and is unnecessary for the function of the mezzanine floor.
 - b. The passageway to the rear garden of this property will be exposed to unauthorised persons; the dormer window will help aid potential theft with better visibility into the rear garden. Objector has suggested the gates are permanently locked unless allowing for access of an authorised vehicle and also a self-closing and locking mechanism to be installed on the proposed gate for the shop.
 - c. The noise from the existing fan is already unacceptable; the proposal needs to change with respect to this for the benefit of the neighbours and the proposed customers for the teashop.
 - d. Noise and cooking smells entering the bedroom of No. 36 Church Street from the upstairs store and mezzanine floor

- e. Rights of access and parking – the plans restrict this right.
 - f. The wc and stairs to the cellar are not part of No. 38 but part of No. 36 and should be removed from the plans.
 - g. Further clarification of A3 use and whether this is different to the existing use and better understanding of whether this will mean a change in the opening hours of the premises.
 - h. Occupiers are unhappy with the general 'goings-on' at this site with reference to the chiller, which was meant to be temporary over the Christmas period, 4 large waste bins have caused parking and rights of way problems. The tea room was built with additional vans. The temporary gazebo to allow space for customers to sit has also been a nuisance.
 - i. New plans now excessive and should be rejected.
23. The second letter was received from the occupiers of No 12 Charnocks Close. This property is located immediately south of the application site. Concerns raised relate to the following.
- a. Noise pollution from the existing chiller unit and refrigerator units, now and in light of this application need to be addressed.
 - b. The addition of the proposed dormer window will face the bedroom window and is not acceptable (loss of a private view).
 - c. Introduction of unacceptable 'people and music noise' and security issues from the proposed A3 use.
 - d. Opening hours and use – oppose evening opening hours and have suspicions regarding the use of the mezzanine floor for A3 use also.
 - e. The proposed use of 15 customers per day is already exceeded and grossly underestimates the true situation.
 - f. The increase on customers will have an adverse impact on Church Street where parking is already limited.
 - g. Potential of cooking noises and food smells adversely impacting neighbour amenity

Planning Comments – Key Issues

24. The key issues to consider in the determination of this application relate to:
- a. Impact on the listed building and Conservation Area
 - b. Car parking
 - c. Noise and odour pollution
 - d. Impact on neighbour amenity

Impact on Listed Building and Conservation Area

25. The current application includes alterations: to enclosed access to create café with glazed screens, new and enlarged access to butchers shop, installation of staircase, mezzanine floor and rooflights to create attic storage areas. Relocate chiller unit to allow provision of attached timber framed pitched roof over refrigerator, new attached fences and gate to form café garden space.

The building is curtilage listed as a result of its physical attachment to the neighbouring property, number 36, which is Grade II.

The Conservation and Design team supported the application subject to the following amendments and conditions:

- a. The dormer removed altogether or replaced by a rooflight.
- b. The fencing to be natural and not stained.
- c. Condition for details of the folding glazed doors
- d. Condition for details of the new roof.
- e. Details of new enclosure for the bins.
- f. Schedule of repairs to the existing front gates

Amended drawings were received addressing these issues.

Car Parking

26. The Local Development Framework Development Control Policies (Adopted July 2007) state there is a maximum parking requirement for A3 (restaurant and café uses) uses. For an A3 use parking equates to 1 space per 5m² of gross floor area. My workings show approximately 60m² of café space measuring only the garden area at the rear and the covered café area between the two existing units. This floor area equates to 12 additional parking spaces.
27. The Local Highway Authority has already confirmed there are no concerns with reference to highway safety as there are on street parking spaces for the existing uses, controlled by traffic regulation orders. The issue here is whether or not Members can consider an additional use here without the required parking as stated in the LDF Development Control Policies 2007. There is already a turnover of vehicles related to the existing uses the majority of which park in Church Street and/or neighbouring roads that allow parking.
28. Church Street is a busy main road in the centre of Gamlingay, home to the majority of the commercial units within the village. The proposed scheme is sited in the most appropriate location for an A3 use and is located between two existing units that can cater for a use of this kind, closely linked to the butcher and the baker. The required parking is a maximum figure and in light of the already existing units I am of the opinion that the provision of further parking is more likely to encourage car use. The lack of parking facilities here has the potential to reverse the necessity to drive into Church Street, making the location of the scheme more sustainable than not, encouraging cycling and walking in the village. As highway safety is not a concern here the question is of sustainability in relation to traffic movements and I am of the view that this location is sustainable.

Noise and Odour Pollution

29. With no comments yet received from the Environmental Health Officer at the time of writing this report I cannot comment in great detail. However I am of the view that should further sound attenuation and odour filters be required this can be conditioned accordingly and prior to the use commencing. I am of the opinion that a café use is unlikely to generate smells that will require heavy ventilation equipment above and beyond what exists. The smells produced from this type of use will only be during the day and can be controlled if unreasonable. In light of the other surrounding uses and odours from other locations in Church Street I am of the view the odours will not cause a nuisance to neighbour amenity.

Impact on neighbour amenity

30. The A1 shopping uses already exist at this site and the coming and going of customers is already accepted. However the introduction of customers to the rear of the site for the consumption of food and drink on the premises will create additional associated noise, the question is whether it is unreasonable and will it cause harm. The opening hours proposed is 08.00 to 17.00 Monday to Friday and 08.00 to 16.00 hours on Saturdays. The shop opening hours at present are very close to these times and not unreasonable for an A3 use. These can be controlled by condition if required, though I am of the view it is not necessary. The impact on the neighbouring properties is likely to be minimum, the opening times are in line with the normal working day for many, and in line with the existing opening hours of the units at present. Therefore I do not consider that the use will adversely impact upon the neighbouring properties by way of noise.
31. A concern raised by the owners of the surrounding properties relates to security. There are no changes to the existing rights of way and with the parking arrangements now changed from the original submissions there is no reason for customers to access the rear of the site. The external café area is to be enclosed by a 1.8 metre high fence with climbing plants; the gate access within it is for the purposes of the staff and can be signed accordingly to prevent it becoming a throughway for customers.
32. The chiller unit is to be relocated from the centre of the yard to the south boundary closest to that of No 12 Charnocks Close. The distance from the dwelling house at No 12 Charnocks Close is over 20 metres from the proposed location of the chiller. Acoustic details can be addressed by condition. I await the comments from the Environmental Health officer. I am of the opinion the relocation of the chiller is acceptable subject to noise attenuation should it be required.
33. On balance I consider that any harm to neighbour amenities should be capable of amelioration by imposition of condition upon the operation of the use and that the absence of customer car parking is out weighed by the sustainable location of the site and the enhancement that the use will bring to the visibility and vitality of the existing shopping uses and the amended drawings 2700/4B, 5B, 6B and 7 franked 20th August 2007.

Recommendation

34. Subject to the comment of the Environmental Health Officer, approval of both applications subject to Conditions

Planning Conditions

1. Standard Condition A – Time limited permission (Reason A);

2. Surface water drainage details; (Reason – To ensure satisfactory drainage of the site)
3. Assessment of noise exposure together with appropriate mitigation measures;(Reason – To ensure minimum impact on neighbour amenity)
4. Notwithstanding the scheme, hereby permitted, the use shall not commence until a scheme for the storage of waste and recycling has been submitted to and approved in writing by the Local Planning Authority in writing. The scheme shall be carried out in accordance with the approved details, before the use hereby permitted commences.
(Reason – To ensure refuse storage is adequately provided on site without causing visual harm to the area and does not obstruct the access to the rear of the site)

Reasons for Approval

1. The development is considered generally to accord with the Development Plan and particularly the following policies:
 - **Cambridgeshire and Peterborough Structure Plan 2003:**
P7/6 (Historic Built Environment)
Policy P1/3 (Sustainable Design in Built Development)
 - **South Cambridgeshire Local Development Framework**, adopted July 2007
DP/2 (Design of New Development)
CH/3 (Listed Buildings)
CH/4 (Development within the Curtilage or Setting of a Listed Building)
CH/5 (Conservation Areas)
SF/4 (Retailing in Villages)'
2. The development is not considered to be significantly detrimental to the following material planning considerations, which have been raised during the consultation exercise:
 - Impact upon the setting and character of the Listed Building
 - Impact upon setting of adjacent Conservation Area
 - Impact on neighbour amenity
 - Car parking and Highway Safety
 - Noise and Odour Pollution
 - Security

35. Listed Building Conditions

1. The works to which this consent relates shall be started not later than the expiration of three years beginning with the date of this decision notice.
(Reason - To ensure that consideration of any future application for works will not be prejudiced by listed building consents, which have not been acted upon.)
2. The works shall be carried out so that no damage is caused to the fabric and features of this listed building; any damage so caused shall be rectified to the approval of the Local Planning Authority.
(Reason - To protect the fabric and features of this listed building. (Particular features may be specified.)

3. Precise details of the proposed folding glass screen shall be submitted for the prior, written approval of the Local Planning Authority. Such detail shall show sections, opening arrangements and glazing bar patterns. All windows shall be of timber construction and painted.
(Reason - To ensure fenestration appropriate to this listed building.)
4. Precise details of all boundary walls, fences and gates shall be submitted for the prior, written approval of the Local Planning Authority.
(Reason - To protect the setting of this listed building.)
5. All new and matching materials, including a sample of the roof tile shall be approved on site by the Local Planning Authority.
(Reason - To ensure the use of matching materials.)
6. All mortars, plasters and render shall be lime rich to specifications submitted to and agreed in writing by the Local Planning Authority.
(Reason - To ensure the use of the appropriate mix of traditional lime plasters and mortars.)
7. The proposed rooflight(s) shall be inserted with flush detail to the approval of the Local Planning Authority.
(Reason - To safeguard the appearance of the listed building.)

Reason for Approval

1. The proposed works would not adversely affect the special character or appearance of the building.
2. The proposed works would not result in any significant loss or harm to the historic fabric.
3. The proposed works would not have an adverse impact on the setting and appearance of the historic building.

Background Papers: the following background papers were used in the preparation of this report:

- South Cambridgeshire Local Development Framework (adopted January 2007)
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning File Ref: S/1293/07/F and S/1292/07/LB

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

5 September 2007

AUTHOR/S: Executive Director / Corporate Manager - Planning and Sustainable Communities

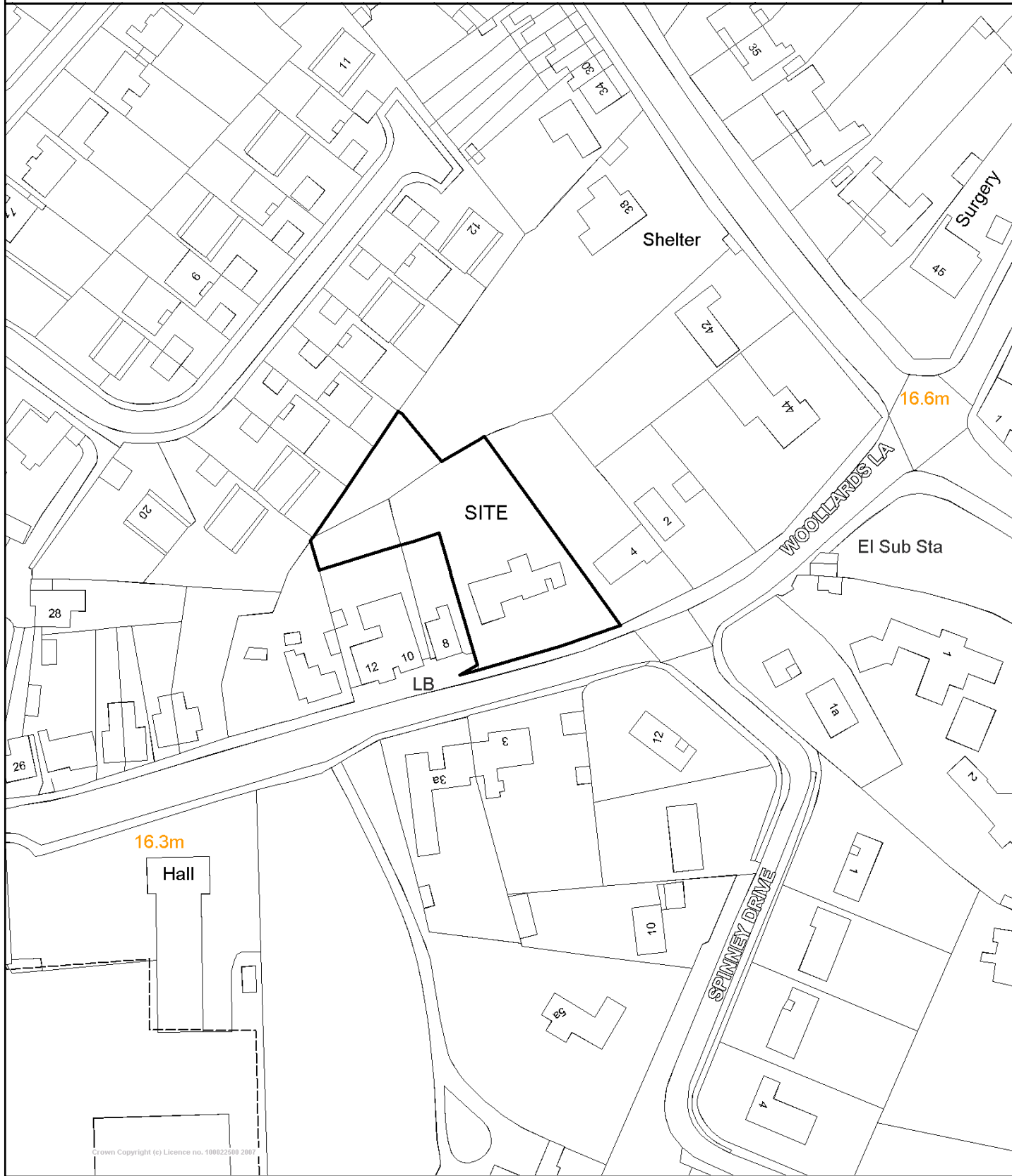
S/1282/07/F – GREAT SHELFORD**Erection of Nine Age-Restricted Apartments following Demolition of Existing Dwelling, including Access, Car Parking, Cycle and Bin Storage at 6 Woollards Lane for Januarys Consultant Surveyors****Recommendation: Approval****Date for Determination: 11 October 2007**

This Application has been reported to the Planning Committee for determination because the recommendation of the Parish Council does not accord with the officer recommendation and because the application, if approved, would represent a departure from the development plan.

Conservation Area**Departure Application****Site and Proposal**

1. The site is occupied by a 5-bedroomed two-storey house to the north of Woollards Lane, in an area close to village shops, services and facilities. This is a family house dating from the 1970's which fills much of its plot width. The site includes an annexe extension, a detached garage, and parking within its front curtilage. The site has a substantial garden area, and has mature trees on the frontage which contribute to the character of the Conservation Area. Vehicular access is by way of two private drives that link in an in-out arrangement. The frontage is marked by a low wall. On-street parking is available along the road frontage.
2. To the west, the site is adjoined by a two-storey building at 8, Woollards Lane, which is in use on the ground floor as a delicatessen, and a flat at first floor. To the east, the site adjoins a private two-storey dwelling at 4, Woollards Lane, which itself has a substantial rear garden area. The existing houses, shops and other buildings in the vicinity are from mixed periods and styles.
3. This full application, dated 25 June 2007, proposes the demolition of the existing dwelling and outbuildings. In its place, the proposal is to erect a two and a half storey block to provide nine apartments (5x1-bedroom, 4x2-bedroom, as amended by plans received 16 August 2007). It is proposed that the occupation of each apartment unit will be age-restricted so that at least one occupier of each unit is over the age of 55. The development will be provided with 10 on-site car parking spaces, a bike storage facility, bin stores. Three parking spaces, including the single visitor space, will be designed for people with disabilities.

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4. The building is designed to have its taller elements in the centre of the site, and its lower elements towards the side boundaries. The siting is similar to the existing dwelling, to be demolished. The height of the tallest part of the proposed development at 9.4m is 0.5m taller than the existing dwelling, and the main ridge is 0.3m taller. The majority of the building is lower than existing, including a reduction in site levels and finish floor levels. The design concept takes the form of a traditional farm house with a range of agricultural farm buildings surrounding the house. The external materials for the main house are natural slate and weathered buff bricks, with timber sliding sash windows. The 'outbuildings' are to be roofed in slate and black-painted weather-boarding, and timber casement windows. Fully working brick chimneys are to be provided.
5. The application has been amended since the previous application **S/0403/07/F**. The number of apartments has been reduced from ten to nine. The main ridge has been reduced in height 0.8m following concerns expressed by the Parish Council. The height of the rear wing adjacent to the eastern boundary with No.4 has been reduced to single storey only and the small studio flat that was previously proposed in that location served by an external staircase has been omitted from the application.
6. Amended plans received 16 August 2007 show the eastern gable facing the rear garden of No. 4 to be provided with a hipped end. This has the effect of reducing the gable wall in height from 7.1m to 4.6m, which includes setting the building into the site approximately 300mm. The apartment that is to occupy this part of the building, (Flat 7), has been reduced from 3-bed to 2-bed as a result of this change. The amended layout plan shows the visitor parking space to be designed for disabled use and to be repositioned closer to the entrance to the block. The two remaining disabled parking bays have been allocated to specified apartments.
7. The western visibility splay that includes land outside the site has been incorporated within the red-edged area in the amended plans, and notice served on the owner. The applicant has confirmed that he has control over the land affected by the visibility splay.
8. The site has an area of 0.2ha. The development represents a density of 45 dwellings per hectare.
9. The application is accompanied by a Design and Access Statement, Design Report, Transport Statement, Flood Risk Assessment and Arboricultural Report.

Planning History

10. Planning application **S/0403/07/F** proposed the erection of ten age-restricted apartments on the site, with ten car parking spaces. The application was withdrawn on 1 June 2007 following concerns raised by Great Shelford Parish Council about the scale of the replacement building and the potential for cars to park on Woollards Lane to the detriment of road safety.

Planning Policy

South Cambridgeshire Local Development Framework (LDF) Core Strategy (2007)

11. **ST/3 (Re-Using Previously Developed Land and Buildings)** – Between 1999 and 2016 at least 37% of new dwellings will either be located on previously developed land or utilise existing buildings.

12. **ST/4** (Rural Centres) Development and redevelopment without any limit on individual scheme size will be permitted within the village frameworks of Rural Centres, provided that adequate services, facilities and infrastructure are available or can be made available as a result of the development.

South Cambridgeshire Development Control Policies Development Plan Document (2007)

13. **DP/1** (Sustainable Development): Development will only be permitted where it is demonstrated that it is consistent with the principles of sustainable development, as appropriate to its location, scale and form.
14. **DP/2** (Design of New Development): All new development must be of high quality design and, as appropriate to the scale and nature of the development, should, among other requirements, preserve or enhance the character of the local area.
15. **DP/3** (Development Criteria): All development proposals should provide, as appropriate to the nature, scale and economic viability:
- a. Affordable housing (in housing schemes);
 - b. Appropriate access from the highway network that does not compromise safety, enhanced public and community transport and cycling and pedestrian infrastructure;
 - c. Car parking, with provision kept to a minimum;
 - d. Safe and secure cycle parking;

Planning permission will not be granted where the proposed development would have an unacceptable adverse impact:

- a. On residential amenity;
 - b. From traffic generated;
 - c. On village character;
16. **DP/4** (Infrastructure and New Developments): Planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. The nature, scale and phasing of any planning obligations sought will be related to the form of the development and its potential impact upon the surrounding area. Contributions may also be required towards the future maintenance and upkeep of facilities either in the form of initial support or in perpetuity in accordance with Government guidance.
- DP/7** (Development Frameworks)
17. Development and redevelopment of unallocated land and buildings within development frameworks will be permitted provided that:
- a. Retention of the site in its present state does not form an essential part of the local character; and

- b. Development would be sensitive to the character of the location, local features of landscape, ecological or historic importance, and the amenities of neighbours; and
 - c. There is the necessary infrastructure capacity to support the development;
18. **HG/1** (Housing Density): Residential developments will make best use of the site by achieving average net densities of at least 30 dwellings per hectare unless there are exceptional local circumstances that require a different treatment. Higher average net densities of at least 40 dwellings per hectare should be achieved in more sustainable locations close to a good range of existing or potential services and facilities and where there is, or there is potential for, good local public transport services.
19. **HG/2** (Housing Mix): Residential developments will contain a mix of units providing accommodation in a range of types, sizes and affordability, to meet local needs. In developments of up to 10 dwellings, market properties should provide:
- a. At least 40% of homes with 1 or 2 bedrooms; and
 - b. Approximately 25% of homes with 3 bedrooms; and
 - c. Approximately 25% of homes with 4 or more bedrooms;
- unless it can be demonstrated that the local circumstances of the particular settlement or location suggest a different mix would better meet local needs.
20. **HG/3** (Affordable Housing)
- 1. Proposals for housing developments will only be permitted if they provide an agreed mix of affordable housing, as defined in PPS3, to meet local needs.
 - 2. The amount of affordable housing sought will be 40% or more of the dwellings for which planning permission may be given on all sites of two or more dwellings. The occupation of such housing will be limited to people in housing need. It must be available over the long-term.
 - 3. Within individual developments, the proportion and type of affordable housing will be the subject of negotiation with applicants. Account will be taken of any particular costs associated with the development (e.g. site remediation, infrastructure provision) and other viability considerations, whether there are other planning objectives which need to be given priority, and the need to ensure balanced and sustainable communities.
 - 4. The appropriate mix in terms of housing tenures and house sizes of affordable housing within a development will be determined by local circumstances at the time of planning permission, including housing need, development costs, the availability of subsidy, and the achievement of mixed and balanced communities.
21. **CH/5** (Conservation Areas): Planning applications for development proposals (including applications for Conservation Area Consent for demolitions) in or affecting Conservation Areas will be determined in accordance with legislative provisions and national policy (currently in PPG15) and guidance contained in specific Conservation Area Appraisals (where they exist) and the District Design Guide.

22. **TR/1** (Planning for More Sustainable Travel): Planning permission will not be granted for developments likely to give rise to a material increase in travel demands unless the site has (or will attain) a sufficient standard of accessibility to offer an appropriate choice of travel by public transport or other non-car travel mode(s).
23. **TR/2** (Car and Cycle Parking Standards): Car parking should be provided in accordance with the maximum standards set out in Appendix 1, to reduce over-reliance on the car and to promote more sustainable forms of transport. In some locations, such as those with good accessibility to facilities and services, and served by High Quality Public Transport, the Council will seek to reduce the amount of car parking provided. Cycle parking should be provided in accordance with the minimum standards set out in Appendix 2 to ensure the provision of adequate secure parking.

Cambridgeshire and Peterborough Structure Plan 2003

24. **P1/1** (Approach to Development) – development sites involving the use of previously developed land and buildings within existing settlements should be afforded the highest priority.
25. **P1/3** (Sustainable Design in Built Development) requires compact forms of development through the promotion of higher densities that responds to the local character of the built environment.
26. **P5/4** (Meeting Locally Identified Housing Needs) Local Plans should make provision for locally assessed need for affordable housing, one and two bedroom homes, housing suitable for the elderly and those with mobility problems, and other specific groups including Travellers and Gypsies.
27. **P5/5** (Homes in Rural Areas) – small scale housing developments will be permitted in villages only where appropriate, taking into account the need for affordable rural housing, the character of the village and its setting, and the level of jobs, services, infrastructure and passenger transport provision in the immediate area.
28. **P7/6** (Historic Built Environment) LPA's will protect and enhance the quality and distinctiveness of the historic built environment.
29. **P8/5** (Provision of Parking) – parking standards for all new development will be expressed as maximum standards. Lower levels may be required where means of travel other than the private car are available.
30. The **Great Shelford Village Design Statement** (VDS) was adopted as Supplementary Planning Guidance in 2004. In the Design Statement, the site lies within Area 6 Woollards Lane, where 'commercial and residential premises intermix, with the small front gardens of the latter modifying the commercial environment.' The VDS states, 'Buildings in Great Shelford are predominantly domestic in scale, and diverse in style, ground plan, ownership, setting and alignment. Future development should mirror that scale and diversity'. Development should 'avoid monotonous, standardised mass housing and inauthentic design'.

Consultations

31. **Great Shelford Parish Council** – remains concerned about the height, bulk and design of the proposal, which is out of character with the housing in this part of

Woollards Lane, and will have an adverse effect on residential amenities of 4 and 8 Woollards Lane.

32. The Parish Council notes that the Transport Statement is based on atypical data taken on 4th January this year. It refers to parking at the Memorial Hall which is not available overnight. Parking congestion and road safety remain deep concerns to the Parish Council, particularly with the proposed development of the library nearby. There is insufficient provision made for parking. The Parish Council supports all the comments made by nearby residents.
33. **Conservation Manager** – Comments that the existing house is a substantial dwelling that dates from the mid-20th Century. It is therefore of no historic interest but provides a degree of architectural enclosure to the street. The most important part of the existing streetscape is the positive contribution made by the one very significant and two lesser mature trees. The replacement structure has a large, 2 1/2 storey central element with a lower, 1 1/2 storey elements either side. The central element is now of similar height to the existing dwelling, while the lower side elements help break up the overall bulk of the proposal and reduce the scale of the proposed development where it abuts the site boundary.
34. In the opinion of the Conservation Manager, so long as the existing trees along Woollards Lane can be protected and retained, the architectural impact of the proposal will be broadly similar to the existing house. It will, therefore, have a neutral impact on the Conservation Area, and in PPG 15 terms will preserve (though not necessarily enhance) the Conservation Area. He has no objection to the proposal.
35. In the event that Members approve the development it will be necessary to invite a Conservation Area Consent application for the demolition of the existing building, and if Members are supportive of the replacement scheme then it is assumed that they will be also signaling their support for this demolition. In the event that the planning application is to be supported he would wish to see conditions requiring agreement of all materials to be used (including timber windows), large scale details (min 1:20 scale) details of the dormer windows and brickwork detailing to the chimneys. In addition, all rooflights are to be conservation type with sizes and manufacturers details to be agreed before works commence on site. Finally, details of the protection of the existing trees during the course of construction are to be agreed and instigated before works commence.
36. **Trees and Landscape Officer** – considers that the submitted tree report is comprehensive and takes account of all issues on the site. The siting of parking bay 1 should be adjusted to take account of the need for tree root protection.
37. **Landscape Design Officer** – the landscaping proposals are acceptable.
38. **Corporate Manager (Affordable Housing)** – A housing need in the village can be identified from information on the housing register, and an affordable housing contribution would be expected as part of this development, amounting to four apartments.
39. **Corporate Manager (Health and Environmental Services)** – recommends a condition restricting hours of operation of power-operated machinery during the construction period, and informatives.
40. **Building Control Manager** – Access for fire fighting appliances is adequate.

41. **Cambridgeshire Fire and Rescue** – reference to Building Control Section recommended for assessment.
42. **Local Highway Authority** – Initially concerns expressed about vehicular visibility to the west across adjoining land. The amended plans have addressed this concern. The LHA recommends conditions to restrict the vehicular and pedestrian splays from obstruction, and for the siting of cycle parking to be reconsidered, details to be agreed. The LHA raises no objection to the amount of parking provision but has requested a minor resiting of bay 1 to take account of the adjacent tree. Manoeuvring area should be reserved by condition.

Representations

43. In response to the previous withdrawn application S/0403/07/F, 12 letters of objection and 2 letters in support were received, together with a petition against the scheme with 43 signatories. In response to the current application, 8 letters of objection have been received from Nos 3, 3A, 5,5A and 14 Woollards Lane, 16 Elms Avenue, 16A and 45 Tunwells Lane.
44. The following comments were received from the adjoining neighbours:
4 Woollards Lane - The development will be blot on the landscape, with too many cars on the forecourt.

8 Woollards Lane (owner) - The scheme would enhance the area significantly, particularly with the future development of the library. The village is in desperate need for such age-restricted schemes.

45. Other writers have raised the following matters:

Objections

Traffic and car parking

47. Traffic congestion on Woollards Lane, where on-street parking restricts traffic in effect to a single lane.
48. Traffic Statement is based on information taken at a quiet time of year ie. on 4th January.
49. The intended library redevelopment will add to the traffic congestion.
50. There will be congestion during the construction period.
51. There is insufficient car parking provision. The two bedroomed apartments are likely to have two cars each.
52. Adjacent parking at the Village Hall is not available to the general public, and parking to the rear of the newsagents will be relinquished by the District Council in 2009/10.

Design and Appearance

53. The development is out of scale and character with other properties in the area. Rather palatial building. This will be a historical pastiche devaluing the cultural heritage, which would be contrary to the VDS. The VDS states that 'encouraging near replication of traditional models does not produce a creative culture for the built environment'.
54. This would be an unnecessary demolition of a pleasant family house.

55. Visual harm – cars parked in the forecourt. Additional garaging should be placed at the rear of the block, to take cars off the frontage.

Other issues

56. Noise disturbance from cars manoeuvring on the forecourt.
57. Need – the centre of the village needs more family housing rather than more apartments in order not to have a disproportionate number of older people.
58. Extra demand on a near-capacity electricity supply. The development should incorporate solar heating.

Support

59. The scheme is of high architectural merit and would be an enhancement for the Conservation Area.
60. The location is entirely appropriate to accommodate an age-restricted scheme close to the village amenities, which could be reached on foot.

Planning Comments

Conservation Area and street scene

61. The existing dwelling has been assessed by the Conservation Manager as making little contribution to the character and appearance of the conservation area except as a form of enclosure. The proposed building will also provide this function, and so will be neutral in its impact on the conservation area and street scene. The maximum height of the proposed building is similar to the existing, and the siting of the front elevation is no further forward than existing.
62. The forecourt of the proposed dwelling shows an increased area of hard surfacing, laid to shingle, but will retain existing trees and is shown to be provided with a low privet hedge framing the hardened areas along the frontage and in front of the building. I do not consider that these changes will result to harm the conservation area or street scene. The proposal complies with policies P5/5, P7/6, DP/2, CH/5 and the Village Design Statement, in my opinion.

Residential amenity

63. The proposal will result in gable ends facing towards the rear garden areas of Nos 4 and 8 Woollards Lane. In the case of No.8, where the ground floor use is retail, the gable will replace an existing longer flank wall in a similar position, and so will not result in undue overbearing impact or overshadowing. In the case of no.4, the gable will replace an existing single storey annexe. The proposal has been amended to introduce a hipped roof to this end, which would then result in a gable wall with a length of 9.5m at front eaves level and 5.5m at side eaves level, which would have a height of 4.6m. This gable is shown to be sited 3.0m from the side boundary of No.4, and south west of it. The gable is sited 4.2m behind the rear elevation of No.4. I consider that there will be some overbearing impact on the rear garden amenity of No.4, but by virtue of the reduced height of the gable end wall, and its distance from the boundary and the rear elevation of No.4, I do not consider that a serious loss of amenity will be caused to the occupiers of this property.

Traffic and car parking

64. The provision of car parking proposed is below the maximum standard which could apply to such development, which in accordance with policy TR/2 and DCP Appendix 1, would amount to 13 spaces and one disabled parking space. There would be no requirement for visitor parking. The proposal shows 9 spaces (including 2 disabled spaces), and 1 visitor space, also to disabled standard. The Landscape and Design Officer and Local Highway Authority have required an amendment to the siting of bay 1 to take account the adjacent tree, which I consider can be achieved. The site is in a sustainable location close to bus services and a railway station and, taking this into account, I consider that sufficient provision for car parking has been made.
65. The submitted transport assessment estimates that the development will generate 15-18 traffic movements a day. I acknowledge that Woollards Lane is a busy road, particularly at peak times, but I do not consider that this level of traffic generation could reasonably be assessed as so serious to highway safety as to warrant a refusal of planning permission. The application is also supported by the Local Highway Authority, subject to conditions.

Housing need

66. The application does not include provision for affordable housing. The Corporate Manager (Affordable Housing) has advised that a specific need exists for persons with local connections in this age group from the village. The applicant has put forward a case that the development would not be viable if affordable housing was to be required. Members will note that this is a second application on this site, by the same applicant, and that discussions with the Local Planning Authority have been taking place throughout these periods. At the time of the first application, no provision for affordable housing was necessary, as the development fell below the threshold for such provision in the former Local Plan Policy HG7. The provisions of new DPD Policy HG/3 have come into force only since the current application has been submitted. I consider the Local Planning Authority would be acting unreasonably to require an affordable housing provision in these circumstances, and I recommend that, as an exception to Policy HG/3, this requirement be set aside, and that for this reason the application be considered as a departure from the development plan.

Other

67. Some residents have drawn attention to the possible redevelopment of the nearby library in Woollards lane, but as this proposal has yet to be considered as a planning application, I recommend that the current application be considered on its individual merits.

Recommendation

68. Approval of the application dated 25 June 2007, as amended by drawings received 16 July 2007, subject to the following conditions:

Conditions

1. Standard time limit (Reason A).
2. SC5 - Samples of external materials to be submitted.
 - large scale details (min 1:20 scale)
 - details of the dormer windows
 - brickwork detailing to the chimneys.

- all rooflights
 - scheme for the accommodation of vehicles and machinery during the demolition and construction period.
3. SC51 – Landscaping (RC51).
 4. SC52 – implementation of landscaping RC52).
 5. Tree protection to accord with submitted Arboricultural Assessment dated 1 February 2007.
 6. Details of siting of car parking bays and cycle parking stands to be submitted.
 7. Occupation to be limited to ensure that a minimum of one person in each apartment is aged over 55 years. – (RC - In the interests of highway safety and car parking provision on the site.)
 8. Hours of operation of power driven machinery during the demolition and construction period.
 9. As recommended by the Local Highway Authority. Reason – In the interests of highway safety.)

Informatives

As recommended by the Corporate Manager (Health and Environmental Services).

Reasons for Approval

1. Although the proposal is not in accordance with Policy HG/3 (Affordable Housing) and DP/4 (Infrastructure and New Developments) of the South Cambridgeshire Development Control Policies Development Plan Document (2007), it is considered that the proposal can be excepted from the requirement to provide affordable housing because the application was submitted prior to the adoption of this policy requirement. In other respects the development is considered generally to accord with the Development Plan and particularly the following policies:
 - **South Cambridgeshire Local Development Framework (LDF) Core Strategy, (2007)**
 - ST/3** (Re-Using Previously Developed Land and Buildings)
 - ST/4** (Rural Centres)
 - **South Cambridgeshire Development Control Policies Development Plan Document (2007)**
 - DP/1** (Sustainable Development)
 - DP/2** (Design of New Development)
 - DP/3** (Development Criteria)
 - DP/7** (Development Frameworks)
 - HG/1** (Housing Density)
 - HG/2** (Housing Mix)
 - CH/5** (Conservation Areas)
 - TR/1** (Planning for More Sustainable Travel)
 - TR/2** (Car and Cycle Parking Standards)
 - P1/1** (Approach to Development)

- **Cambridgeshire and Peterborough Structure Plan 2003:**
 - P1/1** (Approach to Development)
 - P1/3** (Sustainable design in built development)
 - P5/5** (Homes in Rural Areas)
 - P7/6** (Historic Built Environment)
 - P8/5** (Provision of Parking)

- 2. The proposal conditionally approved is not considered to be significantly detrimental to the following material considerations, which have been raised during the consultation exercise: **impact on the character and appearance of the conservation area; design and appearance; neighbouring amenity; highway safety.**

Background Papers: the following background papers were used in the preparation of this report:

- South Cambridgeshire Local Development Framework (LDF) Core Strategy, adopted January 2007
- South Cambridgeshire Development Control Policies Development Plan Document (2007)
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning File refs S/0403/07/F, S/0403/07/F .

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

5 September 2007

AUTHOR/S: Executive Director / Corporate Manager - Planning and Sustainable Communities

S/0956/07/F – GREAT SHELFORD**Erection of single storey building to accommodate Cambridge Cancer Help Centre, Scotsdales Garden Centre, 120 Cambridge Road for Mr D Rayner.****Recommendation: Approval****Date for Determination: 12 July 2007**

This Application has been reported to the Planning Committee for determination because approval of the application would be a departure from the development plan.

Departure Application**Site and Proposal**

1. Members considered this full application, registered on 17 May 2007, that proposes the erection of a single-storey building to be used by Cambridge Cancer Help Centre as a social/meeting place with therapy rooms, at the last meeting of the Planning Committee on 1 August. Members resolved to defer the application in order for revised plans showing the siting of the development to be submitted, and for a justification for the additional floorspace in the development over the previously approved scheme (**S/1839/06/F**) to be provided by the applicant.
2. Members may wish to refer to my report dated 1 August electronically.

Subsequent developments.

3. Amended plans received 9 August 2007 show the building to be sited 3.7m from the boundary with No.138 Cambridge Road, to the north. This is 1.7m closer than the previously approved position, and there is proposed a greater length of building adjacent to this boundary. As the building has been reduced in height, I do not consider that undue loss of amenity due to overshadowing or overbearing impact will result to this garden area as a result of the development.
4. In the revised plan, the building is shown to be sited in a similar position to the bungalow at No.132 Cambridge Road as in the approved scheme.
5. The floor area in the amended plans is 612 sqm, compared to the floor area of the approved scheme of 482 sqm. Of this, some 218 sq m in is the Green Belt, which represents 40 sqm more than the approved development, a 25% increase. However, as the design of the development shows a more rectangular footprint than the previously approved scheme and of a similar length, the degree of enclosure of the Green Belt is not significantly greater, in my opinion.

s-0956-07-f



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September 2007 Planning Committee

6. The revised site plan shows provision of two disabled parking bays within the existing adjacent customer car park for users of the scheme, and a wheelchair access leading from them to the side of the building.
7. The applicant and agent have each submitted statements to describe the amended scheme. These are available electronically for Members to view. The agent indicates that the need for the additional floorspace since the originally approved scheme has arisen from the expected number of clients that would be using the facility, and the need for a gentle exercise area to be included.

Consultations

8. **Great Shelford Parish Council** – the views of the Parish Council on the amended plans will be reported to Members verbally if received. As I reported on 1 August, the Parish Council made comments on the proposal, but did not object to it.
9. **Landscape Design Officer** – no objection in principle to the submitted landscaping plan, but recommends more use of grass and climbing plants.

Planning Comments

10. My recommendation of approval as a departure from the development plan remains as previously.

Approve, without further reference to the Secretary of State.

Recommendation

11. Approve, as amended by drawings received 9 August 2007 in accordance with my recommendation of 1 August 2007, without further reference to the Secretary of State, with the conditions and reasons for approval as set out in the report.

Background Papers: the following background papers were used in the preparation of this report:

- Planning File ref S/0956/07/F, S/1839/06/F, S/1529/05/F

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee 5th September 2007
AUTHOR/S: Corporate Manager – Planning &
Sustainable Communities

**APPEALS AGAINST PLANNING DECISIONS AND ENFORCEMENT ACTION:
SUMMARIES OF DECISIONS OF INTEREST – FOR INFORMATION**

Purpose

1. To highlight recent Appeal decisions of interest forming part of the more extensive Appeals report, now only available on the Council's website and in the Weekly Bulletin.

Summaries

Mr J Sheridan – Variation of condition to allow increased size of dayroom – Plot 10 Setchell Drove, Cottenham – Appeal allowed.

2. This application was considered by the DCCC Committee in July 2006 when it was resolved that permission should not be granted to allow an existing oversized dayroom to remain. The main issues before the inspector were the effect of the development on the character and appearance of the countryside and whether there were any material considerations to outweigh this harm.
3. The dayroom is for the benefit for Mrs E Sheridan, who is an Irish traveller and who is severely disabled.
4. The dayroom was the subject of an unsuccessful appeal in 2000. The current appeal inspector concurred with his colleague that "the retention of the larger appeal building would cause serious harm to the openness of the surroundings. This would be harmful to the environmental qualities and character of the countryside and conflict with criterion (7) of Local Plan Policy HG23".
5. Mrs Sheridan's son has serious mental health problems. She has become paralysed following a car accident when her daughter was killed and which left another son seriously injured. Taking account of Mrs Sheridan's lack of mobility and the extent of care required, the inspector was satisfied that the dayroom is necessary to provide for her reasonable care. While this care could be provided in a mobile home, the family does not have the finances to purchase a larger home of that sort.
6. There were, therefore, exceptional circumstances that justified the grant of planning permission. In doing so, the inspector acknowledged that the building would be used for overnight sleeping and would therefore go beyond a dayroom. The appeal was allowed subject to a condition that the use of the building shall be limited to use by Mr and Mrs James Sheridan and their resident dependants so long as the accommodation is required by Mrs E Sheridan. When this requirement ceases the building shall either be removed or altered in accordance with enforcement notice E353J issued on 9 June 1999.

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