

## **SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL**

---

**REPORT TO:** Development and Conservation Control Committee  
**AUTHOR/S:** Director of Development Services

---

7<sup>th</sup> June 2006

**S/0390/06/F - Fulbourn**  
**Change of Use for a Car Valeting Operation Including Siting of Office and Canopy at  
Tesco Store, Yarrow Road, for Car Park Valeting Ltd**

**Recommendation: Approval**  
**Date for Determination: 1<sup>st</sup> May 2006**

### **Site and Proposal**

1. The application site is contained within the existing car park serving the Tesco store. The entire Tesco site is located within the Green Belt and outside of the village framework for Fulbourn.
2. The application dated 23<sup>rd</sup> February 2006 seeks planning permission for the change of use of part of the existing car park to enable its use as a car valeting operation.
3. The proposed car valeting operation will require a cabin for the storage of equipment and other materials, the location of which within the car park means the permanent loss of one car parking space, and a canopy on two stanchions above four car parking spaces.
4. It is proposed that the valeting operation be sited on the northern boundary of the car park, to the rear of the store when approaching through the main vehicular entrance. Adjoining the site to the north is the Cambridge-Ipswich railway line, beyond which is a group of houses.
5. The application has been subject to an additional period of consultation, in order that properties to the north of the railway had the opportunity to comment.

### **Planning History**

6. **S/2200/05/F** – Planning permission was refused for the change of use from car parking to car valeting operation including siting of office and canopy. The principle of the proposal was considered acceptable however the siting inappropriate, as it was an area intensely used by shoppers.

### **Planning Policy**

*The South Cambridgeshire Local Plan 2004:*

7. **Policy GB2** presumes against inappropriate development in the Green Belt. Development is inappropriate unless it comprises, amongst others, development of major developed sites in accordance with Policy GB4.
8. **Policy GB4** – Explains that within the boundary of major-developed sites in the Green Belt, limited infill or re-development may be permitted. It is further explained that infilling is defined as the filling of small gaps between built development. Such

infilling should have no greater impact upon the open nature of the Green Belt and should not lead to a major increase in the developed proportion of the site. The development should be considered in light of the cumulative impact of infilling proposals.

9. **Policy SH7** – States proposals involving the sale, hire, modification or repair of motor vehicles will not be permitted in villages where they would create environmental problems by virtue of traffic generation, noise, smell or vehicle parking.

*Cambridgeshire and Peterborough Structure Plan 2003:*

10. **Policy P9/2a** – states that the Green Belt surrounding Cambridge will be maintained to define the extent of urban growth. Within the Green Belt, new development, including change of use, will be limited to that required for agriculture and forestry, outdoor sport, cemeteries or other uses appropriate to a rural location.

### **Consultation**

11. **Fulbourn Parish Council:** recommends refusal, objecting to the change of use for this site which involves sub letting and would set a precedent. Also stating the proposed site is the location of the mother and toddler and staff parking area.
12. **Environment Agency:** no objection to the proposal
13. **Chief Environmental Health Officer:** no objection to the proposal, but suggest conditions are attached to any consent in order to minimise the effects of the development to nearby residents and occupiers, including a limitation on hours of operation.
14. **Anglian Water:** comments not received at the time of writing the report. The consultation period has expired.

### **Representations**

15. None received

### **Planning Comments – Key Issues**

#### ***Previous application***

16. In December 2005 the previous application for the change of use of part of the car park for use as a car valeting operation was refused (LPA reference S/2200/05/F).
17. The siting proposed in the previous application was in a prominent position close to the vehicle entrance to the car park from Yarrow Road.
18. The single reason for refusal on the previous application was as follows;  
  
“ The proposed office, canopy and intensification of use in this particular location within the customer car park will provide an additional distraction to pedestrians and motorists that will bring unreasonable highway danger to both the aforementioned groups. In addition the impact from the activity will reduce visibility and the openness of the car park where openness is important given the high level of conflict between pedestrians and vehicles in the environment.”

### ***Current application***

19. Following the refusal of the previous application, the applicant entered into pre-application discussion with the Council in order that a suitable location could be negotiated. The proposed location is one that received informal officer support. It is adjacent to the store, and would not be prominent on entering the store car park.
20. The Parish Council stated that the proposed location is currently mother and toddler parking and staff parking. This is not the case and the spaces involved with the change of use are not allocated for a particular use.
21. The Parish Council also suggest that the change of use would involve the sub-letting of part of the car park and this would set a precedent. This is not a material planning consideration.
22. The only space to be lost through this development is that consumed by the office cabin.
23. It is considered that the valeting facility will not attract large numbers of addition vehicles to the site, as the majority of customers will be visiting the store in order to use the facilities provided by Tesco.
24. Given that the retail store and its car park is located within a major developed site within the Green Belt and the impact of this small development will have very little impact upon the open nature of the Green Belt, I consider that the proposal is not inappropriate and therefore complies with Green Belt policies of the Structure Plan and Local Plan.

### **Recommendation**

25. Approve, subject to conditions
  1. Standard Condition A – Time limited permission (Reason A);
  2. 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 building but excluding office equipment and vehicles and the location of 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.  
(Rc - To protect residents to the north of the site from odour, dust, fumes or noise.)
  3. 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 weekends and 13.00 on Saturdays (nor at any time in Sundays or Bank Holidays) unless otherwise previously agreed in writing with the Local Planning Authority in accordance with any agreed noise restrictions.  
(Rc - To protect residents to the north of the site from noise outside normal working hours.)

4. No external lighting including flood lighting shall be installed other than in accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority before construction commences.

#### **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:**  
**P9/2a** (Green Belt)
  - **South Cambridgeshire Local Plan 2004:**  
**GB2** (Green Belt); **GB4** (Major Developed Sites within the Green Belt),  
**SH7** (Vehicles Sales and Maintenance, and Plant Hire)
2. The development is not considered to be significantly detrimental to the following material planning considerations which have been raised during the consultation exercise:
  - Residential amenity including noise disturbance
  - Highway safety
  - Loss of car parking

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

- South Cambridgeshire Local Plan 2004
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning Files Ref: S/0390/06/F and S/2200/05/F

**Contact Officer:** Area Team 2