

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

5th 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:

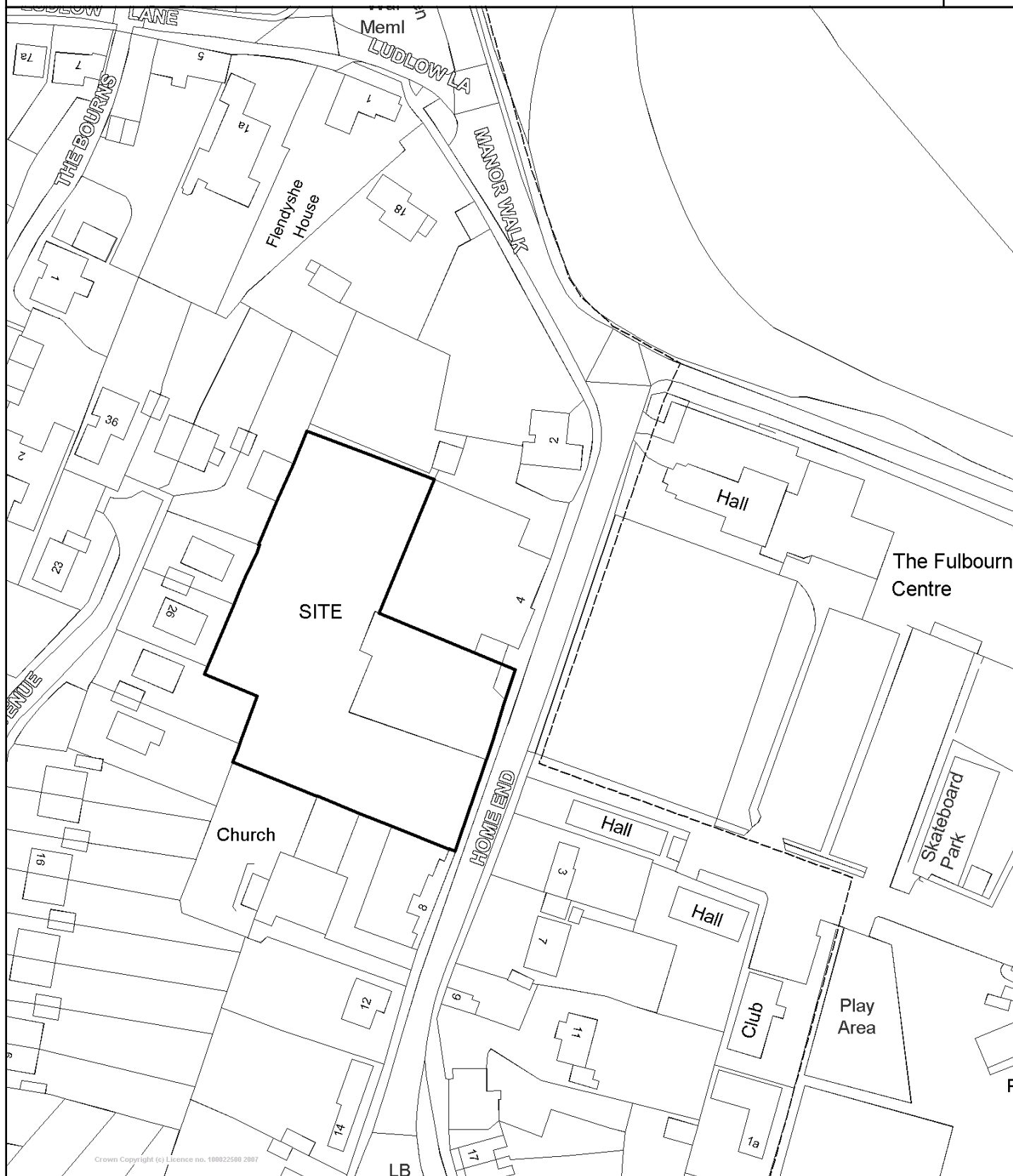
This Application has been reported to the Planning Committee for determination because it is a departure from adopted policy to which a material planning objection has been made.

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



Reproduced from the 2007 Ordnance Survey mapping with the permission of the controller of Her Majesty's stationary office (c) Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

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 section 106 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 a 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-

- ai) 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

•
Contact Officer: Melissa Reynolds – Area Planning Officer (Area 2)
Telephone: (01954) 713237