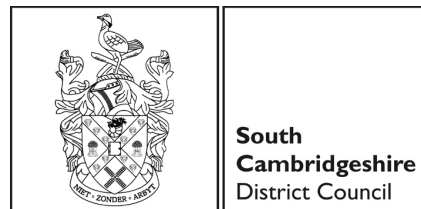


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2 January 2007

To: Chairman – Councillor NIC Wright  
Vice-Chairman – Councillor SGM Kindersley  
All Members of the Planning Committee

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, 10 JANUARY 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.

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<b>AGENDA</b>		<b>PAGES</b>
<b>PROCEDURAL ITEMS</b>		
<b>1. Apologies</b>		
<b>2. Declarations of Interest</b>		<b>1 - 2</b>
Members are requested to complete and return the entire attached form, and to declare interests immediately prior to the relevant item on the agenda. Should Members wish to declare an interest in an item to be discussed after they have left the meeting, and to have that declaration recorded in the Minutes, they should make their declaration clear to the Committee. (Members need only declare an interest in circumstances where there is an item on the agenda that may cause a conflict of interest.)		
<b>3. Minutes of Previous Meeting</b>		
To authorise the Chairman to sign the Minutes of the meeting held on 6 December 2006 as a correct record. The draft Minutes are available on the Council's website.		
<b>PLANNING APPLICATIONS</b>		
<b>4. S/2156/06/RM - IMPINGTON (Land at Arbury Camp, Kings Hedges Road)</b>		<b>3 - 10</b>
<b>5. S/2105/06/F – LINTON (17-34 Flaxfields)</b>		<b>11 - 26</b>
<b>6. S/2040/06/F – LONGSTANTON (Oakington Barracks)</b>		<b>27 - 32</b>

7.	<b>S/2055/06/CM – MILTON (New Road Junction with A10 and Agricultural land South - West of Butt Lane and A10 Road Junction)</b>	<b>33 - 52</b>
8.	<b>S/2064/06/F- BARRINGTON (Phase 2 Primes Close)</b>	<b>53 - 64</b>
9.	<b>S/2039/06/F – SWAVESEY (Buckingway Business Park)</b>	<b>65 - 78</b>
10.	<b>S/2104/06/F - GREAT SHELFORD (Land off Cambridge Road)</b>	<b>79 - 92</b>
11.	<b>S/2065/06/F – WILLINGHAM (3 High Street)</b>	<b>93 - 98</b>
12.	<b>S/2031/06/F - OVER (Dwelling Adjacent 44, New Road)</b>	<b>99 - 104</b>
13.	<b>S/2070/06/F – CROXTON (Whitehall Farm)</b>	<b>105 - 108</b>
14.	<b>S/2126/06/F – HIGHFIELDS CALDECOTE (Land Rear of 16 East Drive)</b>	<b>109 - 116</b>

#### **INFORMATION ITEMS**

The following items are included on the agenda for information and are available in electronic format only (at [www.scambs.gov.uk/meetings](http://www.scambs.gov.uk/meetings) and in the Weekly Bulletin dated 20 December 2006). Should Members have any comments or questions regarding issues raised by the report, they should contact the appropriate officer.

15.	<b>Appeals against Planning Decisions and Enforcement Action</b> Summaries of Decisions of interest attached. <b>Contact officers:</b> Gareth Jones, Head of Planning – Tel: 01954 713155 John Koch, Appeals Manager (Special Projects) – Tel: 01954 713268	<b>117 - 122</b>
16.	<b>Enforcement Action</b> <b>Contact Officer:</b> Tony Marks – Enforcement Officer (Development Control) Tel: 01954 71	<b>123 - 126</b>
17.	<b>To receive the Minutes of the Planning Sub-Committee meeting held on 11th October 2006.</b> These Minutes are available on the Council's website.	

## **GUIDANCE NOTES FOR VISITORS TO SOUTH CAMBRIDGESHIRE HALL**

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### **Disturbance by Public**

If a member of the public interrupts proceedings, the Chairman will warn the person concerned. If they continue to interrupt, the Chairman will order their removal from the meeting room. If there is a general disturbance in any part of the meeting room open to the public, the Chairman may call for that part to be cleared.

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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.”

### **PLEASE NOTE!**

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 Head of Planning Services.

South Cambridgeshire District Council

Planning Committee – 1 Nov 2006 – Declaration of Interests

Councillor .....

**Personal / Personal and Prejudicial [delete as appropriate]**

Item no: ..... App. No. .... Villiage: .....

Reason:

**Personal / Personal and Prejudicial [delete as appropriate]**

Item no: ..... App. No. .... Villiage: .....

Reason:

**Personal / Personal and Prejudicial [delete as appropriate]**

Item no: ..... App. No. .... Villiage: .....

Reason:

**Personal / Personal and Prejudicial [delete as appropriate]**

Item no: ..... App. No. .... Villiage: .....

Reason:

Please return the completed form to [ian.senior@scambs.gov.uk](mailto:ian.senior@scambs.gov.uk) prior to the meeting, or leave it with the Democratic Services Officer in the Chamber, or leave it with the Democratic Services Section.

**Personal / Personal and Prejudicial [delete as appropriate]**

**Item no:** ..... **App. No.** ..... **Village:** .....

**Reason:**

**Personal / Personal and Prejudicial [delete as appropriate]**

**Item no:** ..... **App. No.** ..... **Village:** .....

**Reason:**

**Personal / Personal and Prejudicial [delete as appropriate]**

**Item no:** ..... **App. No.** ..... **Village:** .....

**Reason:**

**Personal / Personal and Prejudicial [delete as appropriate]**

**Item no:** ..... **App. No.** ..... **Village:** .....

**Reason:**

Please return the completed form to [ian.senior@scambs.gov.uk](mailto:ian.senior@scambs.gov.uk) prior to the meeting, or leave it with the Democratic Services Officer in the Chamber, or leave it with the Democratic Services Section.

**SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL**

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**REPORT TO:** Planning Committee10<sup>th</sup> January 2007**AUTHOR/S:** Executive Director / Head of Planning Services

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**S/2156/06/RM - IMPINGTON****Erection of 137 Room Hotel with Ancillary Bar/Restaurant, Car Parking and Access,  
At land at Arbury Camp, Kings Hedges Road, Impington.****Recommendation: Approval****Date for Determination: 5<sup>th</sup> February 2007****Notes:**

**This Application has been reported to the Planning Committee for determination because the Parish Council is likely to raise an objection and to ensure that the application is consider prior to the expiry of the 13 weeks dead line.**

**Members will visit this site on 8<sup>th</sup> January 2007**

**Site and Proposal**

1. The 0.52 Ha application site forms part of the larger development area known as Arbury Park approved under planning application S/2379/2001/O. As Members will be aware the approved scheme of this area is for a mixed-use development comprising residential, employment, retail, leisure, social/community uses, open space, educational facilities and associated transport infrastructure. Works on a number of the housing sites with approved reserved matters are currently under construction and the base infrastructure across the site has also been provided.
2. The site for the hotel is located in the northern part of the Arbury Park site with the immediate northern boundary formed by the A14 and its associated embankment. To the south the boundary of the application site is marked by land parcels E1 and E2, which have reserved matters approval for residential development in the form of 31 and 42 affordable units in blocks of 4 storey high apartments under S/1417/06/RM and S1418/06/RM. To the east the boundary is currently un-marked but will form part of the commercial area of the site while to the west the boundary is marked by the infrastructure serving the application site and the electricity sub-station.
3. The application proposes has a five-storey building, which backs onto the A14 to act as a noise buffer for the adjacent residential development. The design of the hotel is essentially linear with a kink in the centre created by a full height stairwell and service area. The building will have an overall length of 76 metres, a maximum width of 26 metres, with a roof height of 15.5 metres increasing to a maximum height of 18 metres to the top of the stairwell. In terms of materials and appearance the building would comprise textured masonry in pewter on the ground floor, self-coloured rendering on the first to fourth floors with the use of aluminium curtain walling on the top floors, ends and central service core area. The rendering would be in two colours with the stairwells and central and end elevations in purple with the remainder of the building in off white/pale yellow. The roof area is flat but with the top floor being slightly set back from the other

floors and using aluminium curtain walling will give the appearance of a 'floating' roof. On the fourth floor level the roof area over the third floor would be extensively planted with Sedum.

4. Parking within the site would be contained as a surface car park around three sides of the hotel namely to the front, eastern side and rear elevation of the building. The parking area will provide a total of 98 parking spaces with the main vehicular access point located at the front of the building via the site access road already provided.

### **Planning History**

5. **S/2379/01/O** Outline consent for residential, employment, retail, leisure, social/community uses, open space, education facilities and associated transport infrastructure.
6. **S/2298/03/F** Approval of strategic infrastructure comprising spine roads and footpaths, cycle ways, surface water drainage, foul water drainage and strategic services.  
**S/0765/06/RM** Erection of a hotel with associated car parking withdrawn.  
**S/1417/06/RM** Approval of 31 flats on parcel E1.  
**S/1418/06/RM** Approval of 42 flats on parcel E2.

### **Planning Policy**

7. South Cambridgeshire Local Plan 2004 ("The Local Plan") **Policies CNF1 Cambridge Northern Fringe; CS2 Water recourses; CS3 Foul and surface water drainage; CS4 Ground water protection; SC5 Flood protection; EN4 Historic landscapes; EN5 Landscaping of new development; EN7 New tree and hedge planting; ES2 Road and footway lighting; ES3 Commercial and recreational lighting facilities; ES5 Recycling/waste minimisation; ES6 Noise and pollution; ES7 Noise from road traffic; TP1 Planning for more sustainable travel; TP3 St. Ives transport corridor; Appendix 7/1 Standards for car parking provision; Appendix 7/2 Standards for cycle provision; Appendix 11/1 Adopted noise standards; Appendix 11/2 Adopted protection against road noise.**
8. Cambridgeshire and Peterborough Structure Plan 2003 ("The County Structure Plan") **Policies P1/1 Approach to development; P1/2 Environmental restrictions on development; P1/3 Sustainable design in built development; P2/1 Employment Strategy; P4/1 Tourism, recreation and leisure strategy; P/6/4 Drainage; P7/4 Landscape; P7/7 Renewable energy generation; P8/1 Sustainable development – links between land use and transport; P8/4 Managing demand for car travel; P8/5 Provision of parking.**
9. Government Policies **PPS1 Delivering sustainable development; PPS6 Planning for town centres; PPS22 Renewable energy; PPS25 Development and flood risk; PPG13 Transport; PPG24 Planning and noise; Good practice guide on planning for tourism; Regional Spatial Strategy 6.**

### **Consultation**

10. **Design Officer** confirms that the revisions to the proposal are a distinct improvement and provides some much needed vertical subdivision within the horizontal structure. He supports the revised elevations.
11. **Highways Agency** considered that the application would have an effect on the trunk road, and the Secretary of State has therefore treated the application as if it were referred to him under the terms of Article 10(1)(e) of the General Development Order.



The advice from the Secretary of State is that the Highways Agency is unable to comment on the planning application due to a discrepancy within the Transport Assessment. The submitted Transport Assessment, is for a 154 bedroom hotel and the application is for a 137 bedroom hotel. The Highways Agency will make comments on this application once the new Transport Assessment has been supplied.

12. The applicant had been advised by officers of this possible outcome on the submission of the Transport Assessment but stated that as the size of the hotel was smaller than that stated in the report any impact would be less and as such no need for a revised report. However a revised Transport Assessment has now been received and the comments of the Highways Agency sought.
13. **Landscape Officer** requests a number of amendments to the landscaping around the site. An amended scheme is awaited.
14. **Tree Officer** confirms no objections or comment.
15. **Ecologist** welcomes the landscaping measures such as the green roof and use of climbing plants on the sides of the building that will provide for biodiversity. In the Sust/Ecology Statement there is mention made of provision of nest boxes and bat boxes, and further details need to be secured by a condition requiring a scheme of ecological enhancement. In addition to the bat boxes I would suggest that consideration is given to the incorporation of nest boxes for swifts as these birds are only present for a few months of the year and leave little mess.
16. **Environment Operations Manager** requests further information on the storage compound, that access is via slopes (no kerbs), the recycling facilities and confirmation that the road will withstand 26 tonne gvw.
17. **Cambridgeshire Fire and Rescue Service** requests a condition or Section 106 agreement for the provision and position of fire hydrants.
18. **Police Architectural Liaison Officer** has recommended a secure perimeter fence of at least 2 metres high to be provided and to be of a material more robust than chain link. Gates at entrances should also be fitted to a similar height and strength. Lighting should also be provided to the car parking areas by means of column mounted white down lighters. Any lighting system should be designed taking into account any other security measures such as CCTV.
19. **Arts Development Officer** welcomes the reference to public art within the scheme but requests the submission of the brief for this work.
20. **County Archaeology** confirms that this site was the subject of an extensive study under the Outline approval and as such raise no further comments.

### **Comments still awaited from:**

21. **Parish Council; County Engineers; Environmental Health Officer; Drainage Engineer; Environment Agency; and Cambridge City Council;**

### **Representations**

None received.

## **Planning Comments – Key Issues**

### ***Principle***

22. Under the approved layout for the Arbury Park re-development this part of the site is allocated as an area for commercial development such as office/light industrial use (Class B1), and stretches along almost the entire northern boundary of the Arbury Park development. The purpose of locating the commercial development within this area of the site was to allow taller development to act as a noise attenuation screen between the A14 and the more sensitive residential development. In addition to the commercial area there is also five further mixed-use areas allocated around the whole re-development site as areas, where a varied type of use would be encouraged.
23. In terms of principle, the development of a hotel on the site is considered acceptable as the Outline Consent specifies the development of a hotel as being a suitable use within the site. There is however the issue that the hotel development was considered as an appropriate use within one of the mixed-use areas rather than as part of the commercial area. This issue was considered as part of the previous application for a hotel on the site where the applicant obtained advice from counsel. In this advice counsel considered conditions 27 and 30 attached to the outline consent relating to mixed uses and floor areas. Condition 27 amongst other things operates to limit the maximum area of land, gross floor space for buildings within the use classes shown on a table attached to the consent. This table includes a hotel (Class C1), which is not to exceed, and area of 1.73Ha. Condition 30 required the submission of details of the proportion of mixed-use development upon the site within 6 months of the commencement of development. Counsel considered that whilst the development should be undertaken in accordance with the Development Framework Plan this was capable of amendment by way of an approval of reserved matters. It was also considered that the Local Authority had anticipated that there may be reserved matters which were inconsistent with the Framework Plan which could be permitted and therefore amend the Framework Plan. From this the view of counsel was that the Local Authority had accepted the principle of a hotel development on the site as being appropriate and as such an application would not be required to satisfy all of the PPS6 tests as though it were an entirely new and untested proposal.
24. The application site area for this current application is stated as 0.517Ha and as such complies with the condition on floor area on the Outline Consent while the issue of land allocation is already covered in the advice by counsel. For these reasons the principle of a hotel development in this area of the site is considered acceptable.

### ***Design/Appearance***

25. Due to the position of the site and the overall scale of the building the development will be clearly visible from outside the site along the A14 as well as from within the site by residents in the adjoining flats on parcels E1 and E2. For these reasons the design of the hotel has been a matter of a number of meetings with the applicant prior to the submission of the planning application and subject to further negotiations as part of the planning process. At the Arbury Camp Design Review Panel the hotel proposal was last considered on 9 October, which was prior to the submission of the current application. At this meeting the panel considered that in terms of design the scheme needed to incorporate public art, that the five storey element facing north could be improved by setting the top floor back, and that the fenestration needed further consideration in terms of grouping or a simple approach adopted. There was also concern over the design in terms of the sites prominent location.

26. As a result of this and further meetings with officers of the Council changes to the overall scheme were provided of which the main areas were to the fenestration details on the north and south elevations of the building and alterations to the height of the building. The previous design showed a regular pattern of square windows being repeated across all floors above the ground floor level, which created a poor design, and officers considered could be improved upon. Further revisions by the applicant grouped windows and provided windows with deeper cills, and provided vertical subdivision of the building. This revision is considered to be an improvement upon the original scheme with a combination of both vertical and horizontal emphasis being created on the main elevations. In terms of building height the applicant has adopted the approach suggested by officers in that the fourth floor has been stepped back from the main building line which together with the use of a glazed curtain wall and an over sail roof area will create the appearance of a 'floating' roof. This will help reduce the bulky appearance and overall height of the building when viewed from both inside and outside the site. The use of glazing on the top floor and which will continue down either end of the building to the stairwells, will help 'lighten' the appearance of the building.
27. As with all new development the proposal needs to demonstrate that there will be a commitment to reducing carbon and use of fossil fuels. The applicant has submitted a BREEAM pre-assessment report of the proposed scheme, which demonstrates that the scheme would have a BREEAM Bespoke rating of 'Good'. To obtain this rating the applicants have stated that amongst other measures, the development would provide a Sedum roof over the third floor, which is equal to 45% of the total roof area, and which will reduce the level of storm water run-off during peak rain falls. Furthermore the applicant also confirms that more than 15% of the hotels energy will be obtained by the provision of a combined heat and power system (CHP), which is considered a low carbon producing energy source. The drainage of the site is linked to the overall drainage strategy of the main Arbury Park re-development. However there is no specific attenuation measures related to the hotel development only that the drainage would link into the main drainage strategy for the Arbury site provided by the main developers. For this reason a condition should be attached to any planning permission granted for this development requiring details of drainage measures relating to the hotel development. A revised sustainability report from the applicant is also awaited to provide a full explanation on the provision of renewable energy source for this development.

### ***Highway/parking issues***

28. The proposal allows for a total of 98 car parking spaces arranged around the front, eastern side and rear of the hotel building. This level of parking fails to comply with the current Parking Standards as provided within the South Cambridgeshire Local Plan adopted 2004, which would require the provision of 178 parking spaces around the site. The applicant is aware of the fact that the application fails to meet the standards however in response to this, points out that in their experience of operating over 450 other hotels throughout the country there should be no fewer than 0.7 spaces per room for a hotel of this size and location. To back this the applicant has provided evidence of parking use at two other similar hotels in the south east which have less parking than room space but where it is demonstrated even in the event of the hotel being at full capacity there was no over spill of parking and even surplus parking in one instance.
29. Further support for the level of parking is provided with the submission of a green travel plan for staff members. This plan would seek to appoint a Travel co-ordinator within the hotel who would be responsible for organising staff surveys to establish existing and preferred means of travel to work. This role would also include collection and co-ordination of incentives suggested by staff that might further reduce the dependence upon the private car as a source of travel. These incentives include the provision or

review of inducements such as subsidised or loans for bus passes or cycle purchase. The applicant has also demonstrated through both the green travel plan and the revised ground floor layout that with the provision of an area of cycle racks together with a dedicated staff room, providing a shower, changing area and lockers there will be an encouragement for staff to either cycle or walk to their place of work. Furthermore the applicant is of the view that the overall site will be well served by new and existing public transport links such as the Cambridge Guided Bus route and that the new cycle route through the site will encourage cycle use.

30. Finally the applicant has also emphasised that under PPG13 (Transport) the level of parking provided on a development is now a maximum rather than a minimum and that local authorities should not require more spaces than a developer considers adequate to serve their development, other than in exceptional circumstances. In this instance the case for a lower the parking provision on the site has been made and although the parking is below that normally expected for this type/size of development it is not considered that a refusal on the grounds of parking could be substantiated.

## Recommendation

31. That reserved matters approval be granted subject to the following conditions:

- (i) Standard Condition 52 – Implementation of landscaping (Reason 52);
- (ii) Sc60 – Details of boundary treatment (Rc60);
- (iii) Surface water drainage details;
- (iv) Foul water drainage details;
- (v) Restriction of hours of use of power operated machinery;
- (vi) Details of Art;
- (vii) Details of hard surfaces;
- (viii) Ecological details;
- (ix) Cycle storage;
- (x) Developers compound;
- (xi) Finished floor levels;
- (xii) Lighting details;
- (xiii) Access provided;
- (xiv) Provision of car parking;
- (xv) Fire hydrants;
- (xvi) Details of refuse/storage area.

## 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: P1/1** (Approach to development); **P1/2** (Environmental restrictions on development); **P1/3** (Sustainable design in built development); **P2/1** (Employment Strategy); **P4/1** (Tourism, recreation and leisure strategy); **P/6/4** (Drainage); **P7/4** (Landscape); **P7/7** (Renewable energy generation); **P8/1** (Sustainable development – links between land use and transport); **P8/4** (Managing demand for car travel); **P8/5** (Provision of parking).

- **South Cambridgeshire Local Plan 2004: CNF1** (Cambridge Northern Fringe); **CS2** (Water recourses); **CS3** (Foul and surface water drainage); **CS4** (Ground water protection); **SC5** (Flood protection); **EN5** (Landscaping of new development); **EN7** (New tree and hedge planting); **ES7** (Noise from road traffic); **TP1** (Planning for more sustainable travel); **TP3** (St. Ives transport corridor).
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 and overlooking issues
    - Highway safety
    - Visual impact on the locality
  3. All other material planning considerations have been taken into account. None is of such significance as to outweigh the reason for the decision to approve the planning application.
  4. All of the conditions, contained in the outline planning permission, continue to apply so far as the same are capable of taking effect but subject to the additional conditions set out above.
  5. The applicant attention is drawn to condition 10 of the outline planning consent S/2379/01/0 which requires compliance with the agreed noise attenuation scheme. This requires a simple noise mitigation schedule that will identify the noise levels, NEC classification and mitigation measures (as specified in SCLP Appendix 11/2). The noise mitigation schedule will take account of the attenuation provided by the proposed built-form of the buildings themselves and of the layout of the rooms within the buildings.
  6. The building shall be accessible to disabled persons and provide facilities for them.
  7. Surface water from impermeable vehicle parking areas and service areas shall not be discharged other than through a storm by-pass oil interceptor the details of which shall have been previously submitted to and approved in writing by the Local Planning Authority.
  8. Any oil or liquid chemical storage tanks and associated pipework shall be sited within an impervious bunded area details of which shall have been previously submitted to and approved in writing the Local Planning Authority.
  9. Save with the written consent of the Local Planning Authority, all pipes, meter boxes, fibres, wires and cables required by statutory undertakers and other appropriate bodies including cable TV operators shall be placed underground or in suitably concealed locations, provided this would not damage areas of ecological or archaeological importance.

**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
- S/2379/01/O; S/2298/03/F; S/0765/06/RM; S/1417/06/RM and S/1418/06/RM.

**Contact Officer:** Wayne Campbell – Principle Planning Officer, City Edge  
Telephone: (01954) 713312

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**SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL**

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**REPORT TO:** Planning Committee10<sup>th</sup> January 2007**AUTHOR/S:** Executive Director / Head of Planning Services

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**S/2105/06/F - LINTON****Very Sheltered Housing Scheme including 42 Flats, Communal Area and Car Parking  
Following Demolition of Existing Dwellings (17-33 Odd and 24-34 Even), Flaxfields  
For Hereward Housing Association****Recommendation: Delegated Approval****Date for Determination: 2<sup>nd</sup> February 2007 (Major)****Notes:**

**This Application has been reported to the Planning Committee for determination because it involves Council owned land and the Parish Council's objection does not accord with the officer's recommendation.**

**Members will visit this site on Monday, 8<sup>th</sup> January 2007**

**Site and Proposal**

1. The 0.42 ha site is currently occupied by 8 bungalows and 7 bedsits arranged around a central green. The properties are owned by South Cambridgeshire District Council and are unoccupied. There is a marked slope across the site dropping by between 3.5m and 3m from Back Road to the North to Symonds Lane to the south. Vehicular access is from Flaxfields, which has single storey dwellings adjoining the site. There is a small copse of conifers in the south eastern corner of the site, and a few small decorative trees planted on the open spaces.
2. The houses in Back Road have back gardens sloping down to the site, with a bank on the boundary line, surmounted by conifers and shrubs. Some gardens have access into the site via steps. From the site to the nearest point on the houses ranges from about 22-33m.
3. The houses in Symonds Lane are similarly separated from the site by long gardens sloping up to the site's boundary. These are in the range of 35-40m in length. There are conifers and other hedging along this boundary.
4. The south eastern boundary is abutted by rear gardens of two properties in Back Road and Symonds Lane and is marked by a deciduous hedge. The Symonds Lane property concerned (12) is also a Grade 2 Listed Building.
5. The north western boundary to Flaxfields encompasses one large tree planted in the existing verge and to the south of Flaxfields abuts a public footpath which links through to Symonds Lane. The footpath is screened by a trimmed 1.8m hedge from the adjoining bungalow to be retained. On the northern side of Flaxfields the site adjoins some recently erected bungalows owned by Hereward Housing Association, which replaced earlier bungalows.

6. The full application, received on the 3<sup>rd</sup> November 2006, proposes the erection of a 42 Flat “very sheltered” housing scheme in lieu of the existing dwellings. Accompanying the application is a Design and Access Statement and a Habitat Survey.
7. Seven two bedroom and 35 one bedroom flats are proposed, all with kitchen and en-suite facilities.
8. Communal facilities include a dining room, kitchen, bar/servery, lounge and a double height entrance lobby with reception. There are additional bathrooms, laundry rooms, plant rooms, offices, a buggy store and lift access to all floors. The building is “H” shaped in plan form, with the accommodation in four wings. The northern blocks are two storey, the southern blocks three storey where the split level design utilises the fall in the site. The southern blocks will also be cut into the site to retain a compatible ridge height. The roofs are generally hipped with dormers, rooflights and solar panels. The overall ridge height is between 9-10.5m above the existing ground level. This is approximately 3-3.5m higher than the existing bungalows. Measured from the new level cut into the site, the ridge height of the southern blocks is 10.9-11.4m. Between the main residential blocks are north and south facing landscaped courtyards with balconies.
9. In order to minimise over-looking of neighbouring properties on the eastern and western elevations, projecting angled bays are shown which limit the angle of view.
10. The wall materials are a mixture of brick and render with thermowood cladding on some projecting bays and stairwells.
11. Onsite parking is provided for residents, visitors and staff, although it is unlikely the residents will drive. Two disabled spaces are situated by the main entrance and eighteen general use spaces. A cycle rack is included by the front entrance. A ramp is proposed to link the public footpath along the south-west boundary of the site with the main entrance, allowing access into the village centre.
12. The Environment Agency has been consulted and advised that although the site is in a low flood risk area, the surface water run-off from the site must be managed. A rainwater harvesting scheme is proposed, involving a percentage of the rainwater run-off from the roofs being stored in underground tanks before being pumped back into the building for use in the communal toilets and laundry. Water attenuation will also be installed under the car park for the remaining roof run-off.
13. Investigations have not revealed any existing site contamination.
14. Part L and Part F of the Building Regulations will be strictly adhered to in the design to ensure the building is sustainable. The flats will have passive ventilation through the open plan living/kitchen spaces. High levels of insulation will be employed to provide good thermal mass, and cutting the building into the ground will help in this respect. Glazing along the main corridor (north and south facing balconies) will also help improve thermal mass through solar gain. Within the double height entrance space rooflights have been positioned to maximise natural daylighting. Energy efficient lighting will be specified throughout and solar panels will contribute to the hot water supply (approximately 60% of the total demand). Dual/low flush toilets, spray taps and low water use showers will be utilised to save water and there is also a communal laundry. Water butts are proposed to enable irrigation of the landscaped gardens. All these measures are intended to achieve a “Very Good” Ecohouses rating.



15. A Phase 1 Habitat Survey concluded that the empty houses on site appeared to have suitable features for roosting bats, and a bat survey is recommended prior to demolition. Trees, hedges, scrub or areas of tall vegetation should not be removed during the bird nesting season.
16. The provision of affordable housing within the proposed scheme will be dictated by the availability of grant funding. Should grant funding become available the entire scheme of 42 units would provide affordable housing in a variety of tenures from rent to low cost homeownership models. If grant funding is not forthcoming the scheme will still proceed as mixed tenure which would include an element of outright sale. The proposed mix on this basis would include 16 units for outright sale.
17. The entire scheme at Linton will be for frail older people in housing need and requiring some level of care. An assessment process will be in place to ensure potential residents demonstrate sufficient housing and care need for the development. The scheme is being taken forward and developed in Partnership with the Council. It has also been identified by the County as their priority scheme for allocation of Supporting People funding. The extra care scheme consists of self-contained flats to promote independent living, and staff will be on site 24 hours a day to provide care and support.
18. Public art will be provided in communal areas within the building as well as possible sculptures for the external landscaped courtyards. This will be achieved through integration with local schools and/or community groups. It is intended to hold workshops to achieve this.
19. The overall density of the scheme equates to 100 dwellings per ha.

## **Planning History**

20. The existing dwellings were erected in the 1960's and are empty. There is no further relevant planning history.

## **Planning Policy**

The site is within the village framework and the following policies are relevant:

*Cambridgeshire and Peterborough Structure Plan 2003:*

21. **Policy P1/2** (Environmental Restrictions on Development) states development will be restricted where there could be damage to areas that should be retained for their biodiversity value.
22. **Policy P1/3** (Sustainable Design in Built Development) states a high standard of design and sustainability will be required for all new development.
23. **Policy P5/3** (Density) states densities of at least 40 dwellings per ha should be sought in locations close to a good range of existing services.
24. **Policy P7/2** (Biodiversity) states all developments will seek to conserve and enhance the biodiversity value of areas which they effect.
25. **Policy P7/6** (Historic and Built Environment) states Local Planning Authorities will protect and enhance the quality and distinctiveness of the historic built environment

*The South Cambridgeshire Local Plan 2004:*

26. **Policy SE2** designates Linton a Rural Growth Settlement. Residential development will be permitted on unallocated land within the village framework provided.
- (a) The retention of the site in its present form is not essential to the character of the village.
  - (b) The development would be sensitive to the character of the village, local features of landscape or ecological importance, and the amenities of neighbours.
  - (c) The village has the necessary infrastructure capacity.
  - (d) Residential development would not conflict with other Plan policies.

Developments should provide an appropriate mix of dwellings in terms of size, type, affordability and should achieve a minimum density of 30 dwellings per ha.

27. **Policy HG7** (Affordable Housing) states the Council will negotiate the provision of affordable housing of approximately 30% of the total for residential developments of more than 10 dwellings on land within the framework of any village of more than 3,000, such as Linton.
28. **Policy HG9** (Residential Care Homes) states new build within villages will be permitted where:
- 1. The quality of design is in keeping with surrounding properties and landscape in terms of scale, form, layout and materials;
  - 2. Boundary treatment provides privacy and a high standard of visual amenity;
  - 3. The privacy and amenity of neighbouring properties is protected;
  - 4. There is safe and convenient access for vehicles, cycles and pedestrians;
  - 5. Parking facilities are in accordance with District Council Standards; and
  - 6. There is access to an adequate level of services to meet the need of the development.
29. **Policy HG10** (Housing Mix and Design) states residential developments will be required to contain a mix of units providing accommodation in a range of types, sizes (including 1 and 2 bedroom dwellings) and affordability, making the best use of the site and promoting a sense of community which reflects local needs. The design and layout of schemes should be informed by the wider character and context of the local townscape. Schemes should achieve high quality design and distinctiveness and promote energy efficiency.
30. **Policy HG22** (Energy Conservation) states the Council will look favourably upon residential schemes which include measures to conserve energy.
31. **Policy CS12** (Nursing and Convalescent Homes) states new buildings will only be permitted in the built-up framework of villages.

32. **Policy EN5** (The Landscaping of New Development) requires trees and hedges to be retained wherever possible in proposals for new development. Landscaping schemes will be required to accompany applications for development where it is appropriate to the character of the development.
33. **Policy EN13** (Protected Species) states permission will not be granted for development which could adversely affect, either directly or indirectly, the habitats of animals protected by law, unless the need for the development clearly outweighs the importance of conserving the habitat.
34. **Policy EN28** (Development within the setting of a Listed Building) states the Council will refuse applications which:
  1. Dominate the Listed Building in scale, form, massing or appearance.
  2. Would damage the setting, well-being or attractiveness of a listed building.
35. **Policy EN44** (Renewable Energy) states the Council will support and encourage proposals for the use of renewable energy resources and water efficiency.
36. **(NB** With regard to **Policy SE2**, the Draft Local Development Framework Core Strategy designates Linton a Minor Rural Centre limiting a maximum scheme size to 25 dwellings.)

#### **Consultation**

37. **Linton Parish Council** objects:

“This Council is concerned that insufficient detail is currently available to make an informed decision and therefore request that this application is not considered until the following information is made available to all consultees for a further 21 days

- a) Comments from Listed Building Officers;
- b) Comments from CC Highways locally regarding;
  - i) the most suitable route for building material access
  - ii) the effect on Flaxfields
  - iii) the effect on the junction with Back Road following completion of development
- c) Comments from the Fire Service regarding accessibility for the whole site and we request a copy of their critical incident policy;
- d) Comments from the EA regarding expected light pollution;
- e) Comments from Housing Department supporting need for 42 units.

This Council objects to the application for the following reasons

- a) The size of the development is not in keeping with the location. We request the current specification regarding density per hectare;
- b) The size of the development will not enhance the setting of the Listed Building situated at 12 Symonds Lane;
- c) There is insufficient detail to confirm that this development will not increase the risk of flooding to the south from field water run off as happened in the 2001

flood. We request that the Environment Agency supply proof of flooding in this area during the 2001 flood;

- d) There is no report attached with the application detailing, exactly, that the current demand in Linton is for this number of units.
- e) There are no details with this application relating to proposed building materials so we cannot assess the impact on the street scene;
- f) The car parking is insufficient and would therefore materially effect the neighbouring properties. We are aware that many carers may not live in the locality and as such would be travelling to work by car;
- g) Hereward Housing have confirmed that a development of 30 units would be a possible alternative
- h) Contravenes Policy HG9 regarding Care Homes.

This Council would request that Hereward Housing redesigns this development reducing the units to 30, reducing the overall height and footprint accordingly and positioning the development further away from the boundary to allow sufficient garden area around the development for residents to enjoy and gain exercise within.

### **Conditions**

Should this application be approved we would request the following conditions are attached to the approval:

- a) Approval is dependent on Listed Building Officers giving approval;
- b) Approval is dependent on Highways clearly stating that the expected increase in traffic would have no adverse effect on Flaxfields itself and would not create an unsafe situation at the junction with Back Road;
- c) Any damage to the Highway caused by building vehicles in Flaxfields and elsewhere in Linton is corrected on completion of the development by the developers to the satisfaction of Linton Parish Council;
- d) Linton Parish Council is consulted on materials to be used;
- e) The route for building vehicles to and from the site avoids the conservation area in Linton;
- f) Should the 'Rainwater Harvesting System' prove insufficient to cope with water run off creating an otherwise non-existing problem for residents south of the development the developers will rectify the situation at their expense within an acceptable time frame for all parties involved;
- g) The 'eco friendly' features of this development are not altered following approval;
- h) Residents must be elderly, ie. over 60 and/or disabled;
- i) Priority is given to Linton residents or those with Linton connections;
- j) An acceptable S106 is agreed;
- k) The link footpath from Flaxfields to Symonds Lane is upgraded;
- l) A further environmental wildlife assessment is made prior to demolition;
- m) Landscaping and choice of trees to be chosen with input from Parish Council and village Tree Warden;

n) Lighting conditioned to minimise light pollution.

**Supporting statements from Linton Parish Council:**

S/2105/06/F Very Sheltered Housing Scheme Including 42 Flats, Communal Areas and Car Parking following Demolition of Existing dwellings at 17-33 Odd and 24-34 Even Flaxfields

The Parish Council was very disappointed that no-one from the Planning Department or Housing Department at South Cambridgeshire District Council responded to the invitation to the Public Parish Meeting to discuss the application with residents. At the meeting which was attended by over 40 residents of the village considerable concern was expressed and it was felt that some information was not available that was required to make an informed decision on the application.

This council would request that Hereward Housing redesigns this development reducing the units to 30 which was the original specification, reducing the overall height and footprint accordingly and positioning the development further away from the boundary to allow sufficient garden area around the development for residents to enjoy and gain exercise within.

These statements support Linton Parish Council's response on the application.

**Listed Buildings Act 1990 - 12 Symonds Lane**

Section 66 of the Listed Buildings Act 1990 states that 'in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting' - In the particular circumstances the Parish Council considers the setting to include at least the existing gardens of no. 12. The Council has serious concerns regarding the effect of this application on 12 Symonds Lane and its setting. Although the existing conifer planting could be retained in reality this is often time limited by the life of the trees and would not protect the building or its setting.

Linton Parish Council at the very least request that it is conditioned that the existing conifer planting on the SE corner of the site be retained since it will help to protect the setting of the listed building from the impact of such a large new building in such close proximity.

**Highways**

We are concerned about the level of traffic that will be introduced into a quiet cul-de-sac and the delivery traffic that will be required to support a development such as this. We are also concerned about the inadequate car parking provision and the effect that this will have on nearby residences.

The access from Flaxfields onto Back Road is a present concern, the road narrows on a blind corner prior to the entrance and there is constant parking on one side of the road. The Back Road is currently taking much more traffic at peak times due to the introduction of traffic lights on the A1307 and Back Road leads onto a narrow C road that takes a large amount of 'rat run' traffic.

### **Route for building materials avoiding conservation area**

The section of High Street between Balsham Road and Symonds Lane remains a considerable concern and is totally unsuitable for use by Heavy Commercial Vehicles. In recent weeks it has been reported that the lead-lined electricity supply under the road is breaking up due to the amount of heavy traffic and also some areas where the present road appears to be subsiding and are currently being investigated.

The Parish Council is very concerned at how deliveries will be made to the site and request further information on this prior to planning decision.

### **Fire Service**

The Parish Council are concerned what would happen in a critical incident at the new development. There is no access to vehicular traffic around the side and rear of the development and only sufficient space for one fire engine at the front. We believe that there may be a major issue in the event of an incident at the centre.

### **Flood Risk**

The Parish Council is seriously concerned that the proposed significant reduction in grass/garden area in Flaxfields, as detailed in the current application, will exacerbate unacceptably the flood risk of properties in the immediate vicinity and to the South. At the time of Linton's flood, in October 2001, several Linton properties were effected by 'field water run off' flood damage, some of these being situated in Back Road and Flaxfields. Rivey Hill lies immediately behind Back Road and in October 2001 the water ran at speed off the land in to 42 and 40 Back Road and then straight across the road in to Flaxfields where it entered properties. The water then eventually found its way to Symonds Lane due to the natural land gradient. The current proposal removes a large area of existing grass/garden land that provides natural drainage. It is considered that the proposed rain water harvest system would not be able to provide an equivalent drainage system, as existing, in the event that Linton suffered, in the future, an equivalent rain fall as occurred in October 2001. This would result in an unacceptable increased risk of flooding in the properties close to the proposed development including those in Symonds Lane.

### **Demand**

The village of Linton has considerable provision for the elderly with properties in the sheltered scheme in Chalklands, Crabtree Croft, Tower View, Dovehouse Close and placements within Symonds House. We have requested information on how another 42 units can be justified within the community of Linton.

### **Loss of Privacy**

We understand from Hereward Housing that adjustments have been made to the fenestration to minimise the degree of overlooking from the complex into private gardens. The Parish Council believes that the loss of privacy to the residents in Symonds Lane is unacceptable. One section of the three storey building is just 3 metres from the gardens of Symonds Lane.

### **Proposed Materials**

The Parish Council is surprised to learn that the building materials have not been detailed at this stage. We have been told the walls will consist of brick, wood and

rendered area and if this achieves the effect of breaking up the bulk of the building it would be welcome.

The computer graphics indicated some sort of bright coloured aluminium cladding which is not acceptable to surrounding residents, neither are light-coloured pre-formed roofing sections. The visible roofs should be non-reflecting, preferable tiles in order to conform with other buildings near by and to minimise the impact of this roof when seen from above the area of best landscape to the north of the development and from the A1307. Balcony and canopy construction should be of a design sympathetic to the use of traditional building materials such as those the architects told us they intend to specify.

## **Landscaping**

There seems little point in insisting that planting material should be restricted to native species when the site is entirely surrounded by gardens and has no links with the wider countryside. The environmental audit has revealed little of note and it is in the interests of all concerned that the landscaping should be generous and aim to soften the impact of this large development on all those who will over-look it.

Whilst the landlords many not agree to climbing plants there is a wide variety of self-supporting evergreen trees and shrubs which could be planted around the building providing nesting sites and winter berries for birds (all reaching 10-12ft).

i.e.

Azara microphylla  
Ceanothus sps  
Cotoneaster sps (tall varieties)  
Eleagnus ebbingei  
Garrya elliptica  
X Osmarea burkwoodii  
Viburnum burkwoodii  
Vib rhytidophyllum  
Vib tinus  
Pyracantha sps

Deciduous summer flowering shrubs will attract butterflies:-

Buddleia sps  
Dentzia sps  
Exochorda racemosa  
Philadelphus sps  
Weigela floribunda

Trees would be appropriate on the east side to provide some shade in the car park area and to soften the appearance of the building on the approach and where ever possible on the periphery.

## **HG9 Care Homes**

Policy HG9: The development of residential care homes through conversion or extension of existing facilities within or outside villages; or new build within villages where:

- 1) The quality of design is in keeping with surrounding properties and landscape in terms of scale, form, layout and materials.

The Parish Council believes that the introduction of a 3 storey building in a bungalow area is not in keeping in terms of scale and form. Without further information on materials we can not comment on whether it complies in terms of materials

- 2) Boundary treatment provides privacy and a high standard of visual amenity

The Parish Council believes that the boundary treatment does not provide privacy or a high standard of visual amenity and will also affect the street scene in Symonds Lane.

- 3) The privacy and amenity of neighbouring properties is protected

The Parish Council believes that the privacy and amenity of neighbouring properties has not been protected.

- 4) There is safe and convenient access for vehicles, cycles and pedestrians.

The link footpath between the development and Flaxfields and Symonds Lane is not in a condition suitable for pedestrians of mobility vehicles and considerable work would have to be undertaken.

It is perceived that the facilities and grounds of Symonds House Residential Home, situated in Symonds Lane, are not currently being used to their full potential. The Parish Council believes that Hereward Housing and Symonds House should develop a symbiotic relationship with respect to delivering care to the elderly of Linton. The full potential of the site at Symonds House should be explored at this stage to ensure unnecessary costly duplication is not undertaken which could in the long-term effect viability of both services. The Parish Council feels that it is the role of the District Council to encourage these two organisations to liaise together.

The Parish Council request that this matter is decided by the Planning Committee at South Cambridgeshire District Council and that a site visit is made by that Planning Committee – residents have advised that they are happy to provide access to their properties so that the full effect of the development can be seen.”

38. **The Cambridgeshire Fire and Rescue Service** raises no objections.
39. **The Council’s Housing Strategy Team** confirms that the proposal conforms to the previous scheme discussed and supports it.
40. **The Chief Environmental Health Officer** has no objections subject to conditions concerning the hours of operation of power operated machinery during construction and driven pile foundations and informatives concerning bonfires and the requirement for a Demolition Notice.
41. **The Trees and Landscape Officer** comments that the mature cherry growing on the grass verge adjacent to the footpath at the entrance to the site is the only significant mature tree on the site, and it should be retained. Details of the construction of proposed surrounding car park and tree protection measures will be required.



42. The comments of the **Local Highway Authority**, the **Environment Agency**, **Anglian Water**, **Social Services**, **Ecology**, **Conservation Manager** and **Waste Management** will be reported verbally.

### **Representations**

43. Letters of objection have been received from 15 local residents.

The comments can be summarised as follows:

1. The proposal is contrary to Government Planning Guidance in respect of its density, design and impact on the surrounding area.
2. The building is too high with a dominant roofscape and out of keeping with the adjoining buildings in Flaxfields which are bungalows. Part of the building will be 3 storey which is out of keeping with a village location. The height will cut winter sunlight to the rear gardens of Back Road properties.
3. The building does not reflect the local vernacular and has the appearance of a large hotel. The style looks dated and will be visually unattractive. An architect neighbour has suggested an alternative flat green roofed design to reduce the visual impact of the building.
4. There is a lack of parking provided. Off-site parking would cause problems for emergency vehicles servicing the development and Symonds House - a nearby residential home. There should be 1 parking space per flat. Parking could be provided under the building.
5. Houses in Back Road and Symonds Lane would be overlooked from 1<sup>st</sup> floor windows and sitting areas and suffer a loss of privacy.
6. The building will be overbearing for houses and gardens in Back Road and Symonds Lane. The houses in Symonds Lane are built 5m lower than the site. Digging the building into the ground will not ameliorate the problem because the Flaxfields site sits at a higher level.
7. There is no local requirement for a 42 unit scheme. No justification has been provided for this number. There are unoccupied units in the village suitable for the independent elderly.
8. Living conditions created for the elderly will be devoid of daylight and have restricted views in some instances.
9. There is a lack of appropriate landscaping because of the buildings footprint. Tree and hedge roots will be damaged by further excavation into the site.
10. The existing grassed open space will be lost.
11. The building will adversely affect the setting and privacy of 12 Symonds Lane (the former Pest House), a Grade 2 Listed Building. Alterations to the scheme to meet the requirements of the owners do not go far enough. The existing leylandii trees to the south and east of 32 Flaxfields should be retained for screening and as a wildlife habitat.
12. Lights in the building may be on continuously for safety reasons and will add to the general disturbance.
13. Existing problems with surface water run-off in the area. Properties in Symonds Lane were flooded in 2001. The permeable surfaces proposed for hard areas could increase the risk of flooding.

14. Insufficient details have been provided for the rainwater harvesting system, particularly where the tanks are to be positioned. There is no guarantee these will not be deleted on cost grounds in the future. There is no space for alternative means of disposal e.g. soakaways, on the site.
15. Can the existing foul water system accommodate the increased discharge?
16. The building will be highly visible from the A1307 when approaching from Cambridge, also from local footpaths to the north west of the village and from other vantage points within the village.
17. The development will put a strain on the local health centre. There is an existing shortage of carers in the area.
18. The site is too remote from the nearest bus stop - 350m.
19. Why are bicycle racks being provided for elderly occupants?
20. The problem of rat infestation in the area will be intensified.
21. The development will generate unacceptable levels of traffic in the area, particularly in the High Street where construction vehicles may damage historic properties.
22. Who will pay for repair to Flaxfields because of the wear and tear of building work?
23. No objection in principle because there is a need for this type of housing - a less dense, lower design should be considered.

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

#### ***Background***

44. In October 2004 Cabinet agreed to dispose of 15 sheltered housing units and communal facilities at Flaxfields to Hereward Housing Association to enable them to provide a new facility of affordable extra care sheltered units, the subject of this application. This would provide a new resource in line with the requirements of future generations of older people, it would contribute to meeting the targets established in the County Wide Best Value Review of Sheltered Housing, and it would replace older sheltered bedsits which have proved difficult to let. South Cambridgeshire shows the sharpest rise in its over-65 population in the County, especially between 2006 and 2016 and has the highest proportion of its over-65 population in the over-85 age group. In terms of geography Linton was considered to offer a suitable location to meet the needs of its own population of older people and that of surrounding villages in a part of the district that has no current extra care provision. It would also compensate for the “loss” of traditional sheltered housing following the decommissioning of the low demand sheltered bedsits.

#### ***Key Issues***

45. The key issues to consider in determination of this application are:
  1. *The density and scale of the proposed development and its likely impact on the character of the area.*
  2. *The effect of the proposed building and its use on the amenities of neighbouring properties.*

**1. Density and Scale/Character of Area**

46. The proposed accommodation is arranged in an “H” shaped plan form with two internal courtyards, which help break up the footprint of the building. The density is high at about 100 units per ha, but this is specialist accommodation with communal facilities which enables a higher density to be achieved without overdevelopment of the site.
47. In terms of height, the ridge line ranges from between 9-10.5m above the current site level, but by cutting the two southern blocks into the existing slope by 1-2m an additional level of accommodation is proposed in the roof space. At 9-10.5m above current levels the building will have an equivalent height to a large, modern house and will not appear unduly out of scale with neighbouring properties. The roofs will be plain tiled and hipped on the northern and southern elevations which will help reduce the bulk of the building. It is also set off the site boundaries by an average of 3-5m, which, coupled with the existing landscaping in neighbouring gardens, will further aid its assimilation.
48. The character of the site is currently residential, albeit at a low density. The proposal is for a higher density scheme of increased scale, but the site is surrounded by housing on all sides and although there will be a change of view the essential residential character of the area will not change.

**2. The effect on the amenities of neighbouring properties**

49. Prior to the submission of the application neighbours were invited to an exhibition of the proposals and amendments were made to the design in an attempt to address comments made. Meetings were also held with officers and suggestions to ameliorate overlooking incorporated into the final scheme.
50. The two most sensitive elevations are those facing the back gardens of dwellings in Back Road and Symonds Lane. The houses in Back Road will look down onto the site, which is already cut into the slope by 1-2m, and have relatively long gardens ranging from 22-33m on average, with some trees and hedges along the common boundary with the site which will help filter views of the new building. The exception is 55 Back Road, which is a new house set further back from the road, and has a much longer rear garden (c.65m) which runs along the eastern boundary of the site. A number of first floor bedroom windows will overlook the bottom half of the garden, but principally because of the overall length of the garden and also the degree of separation of the proposed building from the garden boundary, I do not consider the extent of loss of privacy to warrant a refusal of the application. The living rooms associated with the flats in question have been designed with projecting angled bays to restrict the angle of vision for occupants and prevent what would have been an unacceptable loss of privacy for neighbouring residents.
51. The impact of the proposal on Symonds Lane residents is slightly greater because the application site is approximately 3m higher than their houses, but this is partly offset by the length of their rear gardens (35-40m) and existing landscaping along the rear boundaries. The two facing blocks of accommodation are set off the boundary and staggered, with a courtyard between them which will help break up the bulk of the building when viewed from Symonds Lane. The new building is also to the north and will not affect sunlight to the Symonds Lane properties. As with the Back Road properties there will be a marked change of view but there are no windows to habitable rooms in the two blocks closest to the boundary and loss of privacy should not be an issue.

52. 12 Symonds Lane is a Grade 2 Listed Building (known as the Pest House) surrounded by more modern development. The owners are concerned that the proposal will impact on the setting of the listed building, but given the degree of separation between their house and the proposed building (c.49m) this is thought to be unlikely. A further site inspection will be carried out and a verbal report made. The owners are also seeking the retention of a group of Leylandii in the south east corner of the application site but the Trees Officer has no objection to their removal. On a practical level their retention would severely cut light to the proposed accommodation in that area, particularly as the trees continue to grow.
53. The proposed western elevation of the building adjacent to the existing public footpath and the small terraced bungalow beyond has been designed with similar angled projecting windows to protect the privacy of that property. A large cherry tree in the verge at the front of the bungalow will be retained - this is the only significant tree on the site.

***Other Parish Council Objections***

54. The Council has requested a delay in considering the application until further information is available (see Parish Council comments). Some of the information is available, other is not, but I am satisfied sufficient material information is available to enable Members to grant a delegated approval of the application. This will allow further information to be sought if necessary.
55. The comments of the Environment Agency are awaited, but the applicants have discussed their scheme with the Agency and subject to details of the proposed surface water drainage system being finalised, it is understood there is unlikely to be an objection. A standard surface water drainage condition should be imposed on any permission.
56. The Parish is seeking more information on the demand for this specialised type of accommodation in Linton itself and requesting the applicants to consider a smaller, 30 unit scheme. There is no requirement that the scheme should solely be available to Linton residents, it is intended to serve a wider catchment. A verbal report will be made on the feasibility of a 30 unit scheme.
57. Concern is expressed about the inadequacy of the car parking proposed. The Council's maximum standard for residential care homes is 1 space for 3 bedspaces and 1 space per residential staff. Resident parking equates to 14 spaces in this scheme, which would leave 4 spaces for staff. There are also 2 disabled spaces provided. Although the proposed use of the building is not strictly speaking as a residential care home, the accommodation will be "very sheltered" and the assumption is that the majority of residents will not have cars. I consider the 20 spaces proposed, together with cycle parking for staff, is appropriate for this scheme.
58. Precise materials can be made subject to a Condition of any permission.
59. The routing of construction vehicles would not be an appropriate subject for a Condition but concerns can be brought to the applicant's attention.

***Neighbours concern about light pollution***

60. Neighbours have expressed concern about the possibility of 24 hour light pollution from the building because of the nature of its use. I have discussed this matter with

the Architects and it is likely that the escape routes from the building will have to be lit during the hours of darkness.

61. Amended plans have been requested addressing window placement in critical areas such as stairwells.

## **Recommendation**

62. Delegated approval, subject to amended plans concerning the deletion of windows on boundary elevations subject to night time illumination. Conditions to include:

1. The requirement for a S106 legal agreement securing affordable housing within the scheme, the exact number to be subject to funding availability.
2. Details of materials - building and hard surfaces.
3. Landscaping/implementation of landscaping.
4. Tree Protection/details of car park construction.
5. Restriction of the use of power operated machinery during the period of demolition and construction.
6. Bat survey prior to demolition.
7. No trees or hedges to be removed during the bird nesting season (March-August)

+ any conditions required by the Local Highway Authority and the Environment Agency.

## **Informatives**

1. Informatives required by Environmental Health, the Environment Agency and the Local Highways Authority.

## **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:**
  - P1/2** (Environmental Restrictions on Development)
  - P1/3** (Sustainable design in built development)
  - P5/3** (Density)
  - P7/2** (Biodiversity)
  - P7/6** (Historic and Built Environment)
- **South Cambridgeshire Local Plan 2004:**
  - SE2** (Designates Linton a Rural Growth Settlement)
  - HG7** (Affordable Housing)
  - HG9** (Residential Care Homes)
  - HG10** (Housing Mix and Design)
  - HG22** (Energy Conservation)
  - CS12** (Nursing and Convalescent Homes)
  - EN5** (The Landscaping of New Development)
  - EN13** (Protected Species)
  - EN28** (Development within the setting of a Listed Building)
  - EN44** (Renewable Energy)

2. The development is not considered to be significantly detrimental to the following material planning considerations which have been raised during the consultation exercise:
- The density and scale of the proposed development.
  - The effect of the proposed building and its use on the amenities of neighbouring properties
- + letter re routing of construction vehicles.

**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 File Ref: S/2105/06/F
- Local Development Framework Core Strategy (Submission Draft) Jan 2006

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**SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL**

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**REPORT TO:** Planning Committee10<sup>th</sup> January 2007**AUTHOR/S:** Executive Director / Head of Planning Services

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**S/2040/06/F - LONGSTANTON****Continuation of the Use of Land and Buildings as an Immigration Centre  
(Use Class C2a) for a temporary period to 31 December 2007****Recommendation: Approve for a temporary period of use up to the period  
31<sup>st</sup> December 2007 subject to conditions****Date for Determination: 22<sup>nd</sup> January 2007 (Major Application)**

**This Application has been reported to the Planning Committee for determination because of the objections raised by Longstanton Parish Council and three Local residents which do not accord with the recommendation.**

**Site and Proposal**

1. The site is located on the former Oakington Barracks, situated to the south east of Longstanton and to the north of Oakington. The area subject to the application comprises the former main accommodation blocks within the barracks whose boundaries are fenced. It does not include the former industrial units, hangars, runway area.
2. A full planning application was received on 19<sup>th</sup> October 2006 for continued use of the land and buildings as an immigration centre, for a temporary period of use up to the period 31<sup>st</sup> December 2007. Permission is sought under Use class C2A (secure residential institutions). The application is accompanied by a Design and Access Statement and Transport Statement.

**Planning History**

3. In November 1999 the Council raised no objection to the use of Oakington Barracks as an Immigration Centre for a temporary period of between 3 to 5 years. This was received as a notification under Circular 18/84.
4. The Home Office has since submitted two further Planning Notifications to extend the existing planning permissions for a period of two years from November 2002, until the end of November 2004, and from November 2004 to 31<sup>st</sup> December 2006.

**Role and Function of Oakington Immigration Reception Centre**

5. The Immigration Centre was opened by the Home Office in 2000 to provide fast track processing for asylum seekers. This enables asylum claims, which upon initial screening appear to be capable of being decided quickly, to be determined in about 7-10 days. Subject to the criteria, applicants whose claims are considered to be capable of being fast-tracked are detained at Oakington for interview, decision and possibly removal. In all situations, detainees are assessed to establish their suitability for detention at the centre, taking into account their history, behaviour, needs and any associated risks.

6. Whilst the use as an Immigration Reception Centre has been principally for fast tracking asylum claimants with accommodation space for 400, the application seeks to increase this to accommodate a further 50 detainees this may include immigration cases displaced from other centres, including those pending deportation following a prison sentence, although the majority of these will still be held at Colnbrook near Heathrow.
7. For the Centre to accommodate such cases the family unit, decommissioned in Spring 2006 will be brought back into use and made more secure. A 5.2 metre fence is to be constructed around this unit and will be the subject of a separate planning application.
8. In the longer term, plans are well advanced for the delivery of a 426 bed centre at Gatwick in Summer 2008 and the capacity of the rest of the estate is being maximised to cope with current, increased demand. The handling of female cases previously dealt with at Oakington has already been transferred to Yarl's Wood as originally anticipated.

### **Staffing**

9. The reception centre requires a range of staff including custodial staff, immigration staff, interpreters, health and occupational staff, and staff for catering, maintenance etc. Many of these are recruited locally. A further 50 staff will be located on the site.

### **Traffic**

10. The applicant has submitted a transport statement as additional information.
11. Though the capacity of the Centre will increase to 450 detainees, there will be no significant impact on traffic movements, because the increase will be counterbalanced by the longer periods of time non-NSA detainees will spend there, thus reducing the rate of throughput.

### **Planning Policy**

12. **South Cambridgeshire District Council Local Plan 2004 Policy EM10**  
Employment in the countryside. "Outside village frameworks planning permission will be granted for change of use and conversion of rural buildings to employment use"
13. **Northstowe Area Action Plan Policy E3** Delivering Northstowe "to ensure appropriate mechanisms are in place to secure the efficient and timely delivery of Northstowe"
14. **Department of Communities and Local Government Circular 02/2006** 'Crown Application of the Planning Acts' provides guidance on changes to the planning system caused by the implementation of Ch1 of Part 7 of the Planning and Compulsory Purchase Act 2004. Part 7 applies to Planning Acts in relation to the Crown which will generally have to apply for planning permission for development from 7<sup>th</sup> June 2006. The guidance includes details of special arrangements concerned with national security and defence urgency and enforcement together with new permitted development rights and use classes.

### **Consultation**

15. **Willingham Parish Council** - No recommendation



16. **Oakington and Westwick** - Approve
17. **Longstanton** - Refuse “while the Parish Council has no objection to the previous use as a reception centre continuing, the Parish Council is very concerned at the implicit change of use and particularly by the need for a change of use and particularly by the need for a 5.2 metre high fence around the former family unit directly adjacent to residents of the village. An answer is required from the Home Office as to how they will operate the unit.”
18. **Rampton** - Approve
19. **Bar Hill** - No recommendation
20. **Cottenham** - Approve
21. **Over** - No recommendation
22. **Histon** - No recommendation
23. **Health and Safety Executive** - No comments
24. **Local Highway Authority** - No objection
25. **Highways Agency** - Objection but would like a condition attached that the application submits a travel plan for staff numbers.
26. **Cambridge Constabulary Community Safety Department** - No comments
27. The Home Office has also met with local representatives through the local liaison group and provided regular statistical updates to interested parties. The Home Office has also held a meeting recently with Longstanton Parish Council to explain the Home Office’s proposal for the continued use of Oakington as an Immigration Reception Centre.

#### **Representations**

28. **CAMOAK** - (Cambridge and Oakington Concern) expresses concerned about the fence and disingenuous name of ‘reception centre’
29. **English Partnerships** - (Land owner) objects to the proposed application, as it is currently unable to grant the tenant the right to occupy the site beyond 30<sup>th</sup> June 2007.
30. **Gallagher Estates** - Support the objection raised by their Joint Venture Promoter English Partnerships for the continued usage of the Immigration Centre beyond June 2007.
31. Letters have been received from 4 residents. One raises no objection, three express concerned about the need to erect a 5.2m fence and nature of use proposed moving away from a fast track 10 day immigration reception centre to accommodating detainees awaiting deportation.
32. A letter has also been received from Andrew Lansley MP stating the following “it is clear that they are now operating outside the previous conditions eg. As regards

length of stay or past criminal records. I hope you will be able to ensure that there is a clear reporting structure and that the status of the inmates is disclosed”

33. The level of objection is much reduced compared to previous planning notifications.

**Planning Comments – Key Issues**

34. The application seeks to continue the use of the centre as an Immigration Reception Centre for the fast-track processing of asylum seekers for a further temporary period for a year to 31<sup>st</sup> December 2007.
35. The applicant has submitted the application under Use Class C2A. This is a new use class for secure residential institutions introduced in The Town Country Planning Act (Use Classes) 2006. This enables changes between similar types of premises (but with different uses) eg. An Immigration Reception Centre to an Immigration Detention Centre to be made without requiring planning permission for a change of use. However, planning permission is still required for works some constituting development.
36. The applicant is seeking an increase in the capacity of the centre to allow accommodation for an additional 50 detainees. To allow for this, the old family block will be reconfigured and security improved. The additional capacity at Oakington will allow for greater flexibility within the Immigration Estate nationally as additional detainees will be able to be accommodated. This will also allow for the detention of Foreign National Prisoners at Oakington pending deportation following a prison sentence, if required.
37. The increase in the capacity of the Immigration Reception Centre to accommodate a further 50 detainees will be accommodated through the re-use of the family block previously used for detainees and will not require further development. As such, it is considered that as this additional capacity can therefore be absorbed within existing site capabilities and does not involve an intensification of the use.
38. The nature of some of the detainees retained at Oakington Immigration Centre may change as the need arises to accommodate Foreign National Prisoners. However, the numbers involved is likely to be such that the general profile of existing male detainees will remain broadly the same, that is asylum seekers who can be fast tracked through the system. I am therefore satisfied that there is no material change to the nature or use of the site.
39. Whilst it is anticipated that the increase number of detainees will not have an impact on traffic movement, the additional 50 staff required are likely to increase traffic movement in the area. Though the site is accessible by a variety of transport modes, the majority of staff currently travel to the site by car and it is not anticipated this will change. There are no proposals to increase the number of parking spaces from 170 to accommodate new staff parking. The Highways Agency have asked for the application to be conditioned to ensure a travel plan for staff numbers is submitted, this will be a condition of any consent.
40. The previous notifications were subject to ‘conditions’ relating to nature of detainees, and operations. These would not meet the tests of Circular 11/95 and as such will be attached as informatives.
41. The supporting report makes reference to the erection of a 5.2 metre security fence around the building, this will form part of a separate planning application to be submitted early in the new Year.

### **Timescales**

42. The site forms part of the wider site for the development of the new town of Northstowe, as proposed in the Cambridgeshire and Peterborough Structure Plan 2003 and Submitted Northstowe Area Action Plan (AAP) 2006. With the emphasis on delivery as well as the quality of new communities, it is imperative that any proposal does not impede this work. The Northstowe AAP examination is underway with an Inspector's Report expected in March 2007. The recent timeline from English Partnerships and Gallagher Estates indicate a revised application for the new town being received in June 2007, with advance works and infrastructure expected to commence in spring 2008.
43. The Home Office is aware of the importance of the proposed new settlement at Northstowe, of which the Immigration Centre site forms a part and has given an understanding that it will not hinder the orderly development of the new settlement and this remains the case.
44. Notwithstanding the objections from English Partnership and Gallagher Estates, I am minded to recommend that approval be granted for the full year, until 31<sup>st</sup> December 2007, to avoid the need to submit a further planning application after just six months. The grant of planning permission does not override the landowner's right to renew/terminate any lease and as such that control will remain with English Partnership.

### **Recommendation**

Approval for a further period up until 31<sup>st</sup> December 2007, subject to conditions.

- (i) Standard Condition A – Time limited permission 31<sup>st</sup> December 2007.  
(Reason A)
- (ii) Submission of Staff travel plan.

### **Informatives**

45. There shall not be accommodated at the Centre any persons known to have an infectious, notifiable disease.
46. No detainee shall be allowed to leave the Centre other than under escort. (Reason – To minimise the risk of prejudicing public order and to allay public concern about the possible affect of significant numbers of strangers without support within the local community).
47. Detainees not deported will not be placed in South Cambridgeshire District. (Reason – To avoid difficulties in integration, there being no identifiable equivalent to a local ethnic community).

### **Reasons for Approval**

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

**South Cambridgeshire District Council Local Plan 2004** Policy EM10  
Employment in the countryside. "Outside village frameworks planning permission will be granted for change of use and conversion of rural buildings to employment use."

**Northstowe Area Action Plan** Policy E3 Delivering Northstowe “to ensure appropriate mechanisms are in place to secure the efficient and timely delivery of Northstowe”

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 issues
3. All other material planning considerations have been taken into account. None is of such significance as to outweigh the reason for the decision to approve the planning application.

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

- South Cambridgeshire Local Plan 2004
- Planning files: S/1172/04 and S/2040/06/F

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**SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL**

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**REPORT TO:** Planning Committee10<sup>th</sup> January 2007**AUTHOR/S:** Executive Director / Head of Planning Services

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**S/2055/06/CM - MILTON**

**Construction of a Park and Ride Facility, New Road Junction with A10, New Road Junction with Butt Lane, Alterations to Existing Butt Lane / A10 Junction. Construction of Passenger Facility Building, Lighting, Balancing Ponds and Landscaping Features  
at Agricultural land South- West of Butt Lane and A10 Road Junction  
for Cambridgeshire County Council  
Recommendation: Support**

**Date for Determination: 23<sup>rd</sup> January 2007 (Major)****Notes:**

**This Application has been reported to the Planning Committee for determination because it is a major proposal to which representations have been received and it is a departure to the development plan. In addition, it is also for a development of strategic importance in the Green Belt, which Officers consider should be considered by Members.**

**Departure Application****Site and Proposal**

1. This site measuring 7.6 hectares, is located at the junction of Butt Lane and the A10. To the north is Butt Lane, north of which lies agricultural fields with the village of Landbeach beyond which is characteristic of the open Fenland landscape. To the east lies Milton, where residential properties are screened by a tree belt to the A10. To the south lies the Milton landfill and to the west lies the Milton Householder Waste site. The site frontage with the A10 is also marked with a treed hedgerow and the frontage with Butt Lane by a mature hedgerow interspersed with several larger trees. The boundary with the householder waste site is screened by a tree belt. The land rises towards the south where the landfill site is located. Within the site there are two sporadic hedgerows running north-south along field boundaries. The most noticeable landscape feature is a well treed area on the north-eastern corner of the site adjacent to the A10 and Butt Lane.
2. There is a cycle and pedestrian bridge across the A10 linking Milton to the Butt Lane approach to the village of Impington.
3. The road junction with Butt Lane and the A10 is controlled by traffic lights at present. There are left and right hand filter lanes on the southern and northern approaches to the junction on the A10, while the turning out of Butt Lane onto the A10 comprises a single lane.

4. This application proposes a Park and Ride on the northern part of an agricultural field. It comprises:
  - a) 1000 car parking spaces of which 16 will be allocated as disabled parking bays and 20 parent and child spaces. Parking spaces are the standard 2.5m by 5m and access aisles will be 6m wide.
  - b) A new junction with the A10 approximately 150m south of the existing A10/Butt Lane junction. This will allow entry from the southern approach only and exit in both directions. It will have a dedicated slip road off the A10 and an island in the A10 to prevent turning from the northern approach.
  - c) A new junction onto Butt Lane approximately 60m south of the existing A10/Butt Lane junction. This will allow entry and exit in both directions, although cars will have to navigate through the car park to be able to cut across from the A10 southern approach to Butt Lane, thereby encouraging cars to use the traffic lights instead. The footway/cycleway along Butt Lane will be retained.
  - d) Improvements to the A10/Butt Lane junction will involve retention of the existing signals with minor modifications to accommodate the scheme, prohibition of turning from Butt lane to the A10 southbound, minor widening and an island.
  - e) A building approximately 16m diameter and 8m high. This will provide a waiting and information area, toilets and a small office for staff. This building will be built using sustainable materials and will incorporate sustainable energy sources.
  - f) Two balancing ponds.
  - g) Areas of landscaping.
5. The application is accompanied by an Environmental Impact Assessment. A letter received from the County Council dated 27<sup>th</sup> November 2006 confirms that the wind turbine depicted on the illustrative drawings will be the subject of a separate planning application.
6. It is proposed that the site will provide a replacement park and ride facility for the existing site at Cowley Road, which has been allocated within the Cambridge City Development Plan for re-development to provide a sustainable, mixed-use extension to the city.

### **Planning History**

7. Part of the site where it joins the A10 was subject to planning application ref. **S/1252/76/O** which refused permission for the erection of petrol filling station. Similarly application ref. **S/1251/76/O** also refused permission on the land for erection of petrol filling station, garage showroom and workshop.

### **Planning Policy**

8. **PPG2:** Green Belts sets out the approach to be taken to Park and Ride sites within the Green Belts:

**Paragraph 3.17:** "The countryside immediately around urban areas will often be the preferred location for park and ride schemes. In many instances, such

land may be designated as Green Belt. The Government's commitment to maintaining the openness of the Green Belt means that when seeking to locate park and ride development, non-Green Belt alternatives should be investigated first. However, there may be cases where a Green Belt location is the most sustainable of the available options. Park and ride development is not inappropriate in Green Belts, provided that:

- a) a thorough and comprehensive assessment of potential sites has been carried out, including both non-Green Belt and, if appropriate, other Green Belt locations, having regard to sustainable development objectives, and the need to be flexible about size and layout;
- b) the assessment establishes that the proposed Green Belt site is the most sustainable option taking account of all relevant factors including travel impacts;
- c) the scheme will not seriously compromise the purposes of including land in Green Belts;
- d) the proposal is contained within the local transport plan...and based on a thorough assessment of travel impacts; and
- e) new or re-used buildings are included within the development proposal only for essential facilities associated with the operation of the park and ride scheme.

**Paragraph 3.18** For larger-scale schemes local planning authorities must give particular attention to sub-paragraph (c) above. All the criteria in paragraph 3.17 should also be applied when considering proposals for expansion of existing sites. Approval of park and ride development in a particular location does not create any presumption in favour of future expansion of that site. All proposals must be considered on their merits.

**Paragraph 3.19** In all cases, the layout, design and landscaping of the scheme must preserve, so far as possible, the openness and visual amenity of the Green Belt. Particular care will be needed on matters, such as floodlighting, which are essential to the safe operation of park and ride schemes but which may be visually intrusive unless carefully designed. Local authorities should make full use of planning conditions or obligations see paragraph 3.14 and Circulars 11/95 and 1/97.

**Paragraph 3.20** Park and ride development which does not satisfy the criteria in paragraph 3.17 should not be approved except in very special circumstances.

9. **RPG6: East Anglia (2000)** identifies in paragraph 4.4 one of the key principles behind developments such as that now proposed:

If East Anglia is to accommodate its development needs in an environmentally acceptable and sustainable way existing trends will need to be modified. Developments for housing, jobs and services will need to be much more closely integrated with each other and much more closely related to sustainable transport provision. The main urban centres will need to play a major role in accommodating growth and good access to public transport will be necessary.

10. **The Second Cambridgeshire Local Transport Plan (2006 – 2011)** adopted in March 2006 includes the relocation of the Cowley Road Park and Ride as one of its urban area objectives.
11. **Policy P1/2** – Environmental Restrictions on Development of the Cambridgeshire and Peterborough Structure Plan 2003 (The Structure Plan) restricts development in the countryside to that which is essential to the rural location. It also restricts development where there is an unacceptable risk to the quality of ground or surface water; where the best and most versatile agricultural land would be significantly affected; to prevent sterilisation of workable mineral deposits; where there could be damage, destruction or loss to areas that should be retained for their biodiversity, historic, archaeological, architectural, and recreational value.
12. **Policy P1/3** – Sustainable Design in Built Development 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 and provides a sense of place which amongst others responds to the local character of the built environment; is integrated with adjoining landscapes; creates distinctive skylines, focal points, and landmarks; includes attractive green spaces and corridors for recreation and biodiversity; conserves important environmental assets of the site; and makes efficient use of energy and resources.
13. **Policy P9/2a** – Green Belt of the Structure Plan and **Policy GB2** – General Principles (Green Belt) of the Local Plan set out the extent and purposes of the Cambridge Green Belt. These policies establish development types that are acceptable within the Green Belt, including changes of use and developments that are required for agriculture and forestry, outdoor sport, cemeteries, or other uses appropriate to a rural area.
14. **Policy GB6** – Access to the Countryside - Footpaths, Bridleways and Cycleways of the Local Plan states that the Council will, in partnership with the County Council, investigate the opportunities to improve and maintain access to the countryside through the maintenance of existing rights of way and the provision of new footpaths, bridleways and cycleways, including circular routes.
15. **Policy P6/1** – Development Related Provision of the Structure Plan and **Policy CS1** – Planning Obligations of the Local Plan permit development only where the additional infrastructure and community requirements generated by the proposals can be secured, which may be by condition, legal agreement or undertaking.
16. **Policy P6/4** – Drainage of the Structure Plan requires all new development to avoid exacerbating flood risk locally and elsewhere by utilising water retention areas and other appropriate forms of Sustainable Drainage Systems (SuDS) for the disposal of surface water run-off. SuDS may include such methods as swales, soakage lagoons, reed beds, retention ponds, filter strips, infiltration and permeable paving. In designing SuDS, agreement must be reached between the Environment Agency, Local Planning Authorities, Anglian Water, relevant Internal Drainage Board and the developer regarding the adoption and maintenance of such systems. Where appropriate, developers will be expected to make financial provision towards the long term maintenance of the system through a Section 106 agreement.



17. In addition to the above policy, **Policies CS3** – Foul and Surface Water Drainage, **CS4** – Ground Water Protection, **CS5** – Flood Protection and **EN45** - The Water Environment of the Local Plan seek to ensure that new developments provide adequate drainage and do not compromise water quality.
18. **Policy P7/2** – Biodiversity of the Structure Plan seeks new developments that conserve and enhance the biodiversity value of the areas which they affect. Landscape features of major importance to wild fauna and flora will be retained, managed and enhanced. Where damage is unavoidable agreements will be sought to re-create features on or off-site. This is reiterated in **Policy EN12** – Nature Conservation: Unidentified Sites of the Local Plan.
19. **Policy P7/4** – Landscape of the Structure Plan and **Policy EN1** – Landscape Character Areas of the Local Plan state that development must relate sensitively to the local environment and contribute to the sense of place, identity and diversity of the distinct landscape character areas. In paragraph 7.14 of the supporting text it adds:

Where development is intrinsically unsuited to the character of a particular area it should be resisted. Proposals for prominent structures will only be permitted if they are essential in the countryside and if the location, siting and design minimise adverse impact on the environment. Special attention needs to be paid to:

  - a) the need to integrate proposals with existing landscape features to conserve and enhance local character;
  - b) the scale of the development, its siting, design and the materials and colours used, which must be in sympathy with the surroundings.
20. **Policy EN3** - Landscaping and Design Standards For New Development in the Countryside of the Local Plan states that in those cases where new development is permitted in the countryside the Council will require that (a) the scale, design and layout of the scheme (b) the materials used within it, and (c) the landscaping works are all appropriate to the particular 'Landscape Character Area', and reinforce local distinctiveness wherever possible.
21. **Policy EN5** – The Landscaping of New Development of the Local Plan requires trees, hedges and woodland and other natural features to be retained wherever possible in proposals for new development. Landscaping schemes will be required to accompany applications for development where it is appropriate to the character of the development, its landscape setting and the biodiversity of the locality. Conditions will be imposed on planning permissions to ensure the implementation of these schemes.
22. **Policy EN15** – Development Affecting Ancient Monuments or Other Archaeological Sites of the Local Plan seeks to protect, preserve and enhance known and suspected sites and features of archaeological importance and their settings by requiring, where possible, assessment and retention in situ of remains, or if not possible, a programme of excavation and recording remains prior to the commencement of development by a suitably qualified individual.

23. **Policy P8/1** – Sustainable Development - Links between Land Use and Transport of the Structure Plan requires new development that:
  - a) is located in areas that are, or can be made, highly accessible to public transport, cycle and on foot;
  - b) is designed to reduce the need to travel, particularly by car;
  - c) provides opportunities for travel choice;
  - d) provides for the needs of pedestrians, cyclists and public transport users;
  - e) provides appropriate access from the highway network that does not compromise safety.
24. **Policy P8/2** – Implementing Sustainable Transport for New Development of the Structure Plan and supported by **Policy TP1** – Planning for More Sustainable Travel of the Local Plan require new development to make provision for integrated and improved transport infrastructure to increase the ability to move by cycle, public transport and on foot. Travel Plans are required to accompany new non residential developments as a means of reducing car dependency and promoting alternative modes of travel.
25. **Policy P8/8** – Encouraging Walking and Cycling of the Structure Plan states: 'The capacity, quality and safety of walking and cycling networks will be increased to promote their use, minimise motorised travel and to realise health improvements. All new development must provide safe and convenient pedestrian and cycle environments including adequate cycle parking, and contribute towards the wider encouragement of cycling and walking'.
26. **Policy P8/9** – Transport Investment Opportunities of the Structure Plan identifies transport schemes that are required in order to meet the strategic requirements and needs of major developments and includes new park and ride provision for Cambridge.
27. **Policy TP5** – People With Disabilities and Limited Mobility of the Local Plan requires suitable provision to be made in new developments for the safe and convenient access for people with limited mobility or those with other impairments such as of sight or hearing.
28. **Policy ES2** – Road and Footway Lighting of the Local Plan requires road and footway lighting to have no light spillage above the horizontal.
29. **Policy ES4** – Air Quality of the Local Plan requires appropriate modeling to be undertaken where a development will significantly increase traffic flow to allow comparison with the Council's air quality strategy.
30. **Policy ES6** – Noise and Air Pollution of the Local Plan seeks to minimise the impact of noise and pollution resulting from new development. The policy specifically refers to industrial, commercial or recreational activities, however the issues will be similar in determining this proposal.

### **Consultation**

31. The County Council, as the determining Planning Authority for this application, has undertaken consultations. Copies of responses they received have been forwarded and are summarised below:

32. **Milton Parish Council** has a strong objection to the proposal on grounds relating to:
- a) Safety of pedestrians and cycle routes at the access / egress in Butt Lane where vehicular traffic cuts across the route serving these. It suggests that this access be moved to the rear of the car park to avoid this.
  - b) No provision for cyclists and pedestrians within the site, where they will have to negotiate car park roads. It suggests that crossings should be provided.
  - c) A “park and cycle” phenomenon now takes place. Cyclists and pedestrians will conflict with the busy road system if this layout is to be accepted. It should be reconsidered to encourage cyclists and pedestrians to use the park and ride site, not discourage them.
  - d) Ideally the bridge over the A10 should be upgraded and extended to beyond the access into / from Butt Lane. As a minimum the raising of parapets on the bridge are essential.
  - e) The plans have been rushed through and not enough consideration has been given to the traffic implications and safety of all users.
33. **Histon Parish Council** strongly objects to the proposal for a number of reasons:
- a) Modelling for the design layout is based on 750 car parking spaces but there is capacity for 1000.
  - b) Modelling does not take into account the changed junction at the A10/A14 or extra traffic generated and as a result it would therefore become an “attractor.”
  - c) If relocation proceeds the Council would require a red light camera to identify drivers jumping the lights.
  - d) Lights should be timed to avoid rat running.
  - e) The footbridge and cycle route are not integrated in the least and are felt to be extremely dangerous.
  - f) The site is unsuitable and design changes reflect attempts to “get the best out of a bad job.”
  - g) The development represents poor value for money, with the County Council’s reasons for this choice being anchored around cost level.
  - h) Drainage issues, with two outfalls, no. 13 drain is already taking water from Arbury Park and is critical and, in terms of possible capacity, giving great concern.
  - i) Lack of Flood Risk Assessment.
  - j) Sustainability within the Green Belt environment.
  - k) No cycle way is provided from the site to Impington, therefore will not be accessible for non-car owners in Impington. The footbridge should be upgraded and cycle route extended up Butt Lane.
  - l) Inadequate cycle provision.
  - m) This is not an integrated transport solution.

- n) There is a lack of renewable energy sources, something which should be encouraged in a public building as proposed, although detail of the building is inadequate in the plans.
34. **Impington Parish Council** objects to the proposal, although copies of papers setting out its objections have not been received, the Planning Officer at the County Council has advised verbally that these were almost identical to those received from Histon Parish Council and summarised above.
35. **Senior Countryside Officer (Cambridgeshire County Council)** comments:
- a) Welcomes the sustainability features proposed, although there should be a strong commitment to undertaking these, as the County Council should be leading by example.
  - b) In the supporting documents the measures to ensure that the building copes with projected impacts of climate change are referred to as 'adaption' however 'mitigation' refers to those measures which aim to reduce the contribution of a project to climate change (e.g. renewable energy). Notwithstanding the proposals are welcomed.
  - c) In order to facilitate an appropriate level of cycle access across the A10, a significant upgrade of the footbridge (and paths to and from as necessary) would be highly recommended. This is necessary to create a dedicated route allowing safe and convenient access for both cyclists and pedestrians from Milton directly to the waiting room and cycle parking area i.e. to negate the need to compete with (or hold up) traffic on the A10 on within the Park and Ride itself.
  - d) The use of native species within the landscape proposals is welcomed, as it will benefit biodiversity. The scheme could be enhanced further by the inclusion of artificial measures for biodiversity such as nest boxes, log piles suitable for mammals and rockeries for reptiles. In terms of site management the potential conflict between the management of water bodies for biodiversity and flood attenuation needs further consideration. The choice of wetland habitats will need to reflect the potential impact of climate change and the long-term validity of developing wetlands of interest.
  - e) A habitat management plan should be required by condition.
  - f) Use of the site beyond its function as a park and Ride should be considered at an early stage. For example other sites have picnic benches, informal paths and interpretation boards.
  - g) More detail of the covered cycle racks is required and public lockers should be provided within the main building where people can store items such as wet weather clothing and helmets.
  - h) Educational opportunities within the site are welcomed.
  - i) Very little reference is given to actual measures that will be put in place to reduce potential wildlife impacts during construction and how existing features will be protected.
  - j) A 1:100 year flood plus 10% allowance has been allowed, but elsewhere the standard has been plus 20% for attenuation of storm water run-off.
36. **Old West Internal Drainage Board** has no comment at this stage.

37. **The Senior Archaeologist (Cambridgeshire County Council)** confirms that the Environmental Statement (ES) has been discussed with its officer and that it is understood that an evaluation is underway. Further advice will be available once this is completed.
38. **Natural England** has no objections subject to the development being carried out in strict accordance with the details of the application. It also advises:
- a) An Environmental Action Plan be agreed with the Local Planning Authority and undertaken.
  - b) The proposals to mitigate during construction are welcomed.
  - c) There is a small area of unused orchard in the northeast corner of the site. Instead of dense tree and shrub planting the orchard should be restored and additional plantings of local varieties of fruit trees included in order to make a distinctive feature of the site and in accordance with the Biodiversity Action Plan.
  - d) The methodology statement for protected species is acceptable.
  - e) If the development works are to be phased protected species should be reviewed in order to ascertain if changes have occurred.
  - f) All developers on site should be briefed by an ecologist on the areas of interest in the site e.g. to ensure areas to be excluded from vehicle movements.
  - g) It is essential that groundwater and local watercourses are protected from pollution in both the short and long term. The Environment Agency should ascertain if the proposals follow their pollution prevention guidance.
39. The **Environment Agency** notes that the application falls within flood zone 1. It notes that the ES goes some way to address the increased run-off from the site. It does not however fully address the details of surface water disposal or detail previous discussion which should be included within the ES. On the basis that it has held discussions with Atkins, it recommends conditions requiring submission of a detailed surface water drainage scheme prior to commencement of works on site and a scheme for the ownership and maintenance of the surface water system. In addition it makes a number of points including amongst others:
- a) The storage system must be able to accommodate the 1 in 100 year critical storm. It should be noted that the 10% allowance for climate change is in relation to rainfall, as per Atkins calculations; a 20% allowance should be added on storage as an alternative. They are yet to agree the Greenfield run-off rate.
  - b) It is likely that the receiving watercourse is awarded to SCDC and their Drainage Manager should be consulted.
  - c) Foul drainage or trade effluent should be discharged to a public foul sewer.
  - d) The Agency does not object to the principle of SUDS for drainage and treatment of surface water runoff from car parks, however due to the large number of cars and also as buses carry a greater risk than cars due to the

size of their fuel tanks, a method of pollution control should be implemented in the surface water drainage system. This could be in the form of a closure valve for emergencies. There should be no possibility of contaminated water entering and polluting surface or underground waters.

40. **Access Officer (Cambridgeshire County Council)** comments:
- a) The scheme should be designed to meet the needs of disabled people, even if this requires favourable treatment.
  - b) The layout of parking spaces and pedestrian routes to the building should be laid out to minimise surfaces being shared with vehicles. Where this must occur the surface should indicate pedestrian priority.
  - c) BS8300 indicates that 6% of all parking spaces would be an appropriate portion of the bays for holders of Blue badges, however until such times as accessible buses can be guaranteed on this route, it may be appropriate to start with 4% and monitor the occupancy rate.
  - d) Consideration should be given to the purpose of the bridge from Milton Village as its design should be inclusive.
  - e) Consideration should be given to a kerb height of 250mm where boarding and disembarkation is planned to occur.
41. **Architectural Liaison Officer (Cambridgeshire Constabulary)** comments:
- a) The restriction of right hand turns from Butt Lane into the A10 could result in road rage type incidents where through traffic is in conflict with vehicles, pedestrians and cyclists using the site.
  - b) The passenger facility should include a room for security staff.
  - c) 24 hour CCTV link to the Guildhall should be considered in conjunction with 'help' points throughout the site.
  - d) The perimeter must be marked by robust fencing of a minimum 2 metre height to deter entry from surrounding fields or roads.
  - e) Planting must not impede natural surveillance with ground cover not exceeding 0.9m high and trees not exceeding 2.2m high. Thorny plants should be used to prevent the creation of hiding places.
  - f) The Safer Parking 'Park Mark' should be sought.
42. South Cambridgeshire District Council consultees have responded as follows:
43. **Landscape Design Officer** comments:
- a) As much of the existing hedgerow as possible should be retained, gapped up and perhaps layed.
  - b) The balancing pond at the front of the site is too industrial in appearance, it could be made aesthetically pleasing to fit in with the surrounding landscape and create a 'presentation' front to the entrance of the high quality building and to the site.
  - c) Planting within the parking area is woefully inadequate and will not alleviate the large expanse of parking area. There will be insufficient

shading and the sparseness of the planting will mean that they will be liable to drought and scorching.

- d) The balancing pond at the rear of the area could include more variety and steepness of the slope to improve wildlife use.
  - e) More detailed landscaping drawings will be required as the scheme progresses.
44. **Trees and Landscape Officer** has no objection as there are no trees present on site and the boundary treatment has been discussed with the Landscape Design Officer.
45. **Arts Development Officer** comments that the development is large enough to fall within the scope of the District Council's public art policy. No plans or proposals for the inclusion of public art are evident in the application. Locally, there is an example of good practice at Madingley P&R and it would be expected that similar artist interventions in the design of the architecture, furniture, surface treatments and lighting be seen at this development. A plan showing how this is to be achieved is required.
46. The **Drainage Manager** notes that an award drain borders the western side of the site. Under the Council's land drainage byelaws, no planting, fencing, hedging, buildings or other obstructions will be allowed within 5 metres of the top of the award drain. No increase in the rate of flow of the Award drain will be permitted without the prior consent of the Council.
47. The **Ecologist** comments:
- a) The site assessment identifies a possible old orchard in the eastern vegetated compartment. Old orchards are a Cambridgeshire Biodiversity Action Plan habitat for conservation, furthermore the SCDC Biodiversity Action Plan recognises this local importance and seeks their management and replacement. PPS9 seeks the restoration of important features for biodiversity. It is strongly requested that this retained area within the scheme is planted with a selection of fruit trees to replace this once important local habitat.
  - b) The contents of the ES are accepted in respect of the surveys for protected species and the mitigation measures for the construction process. Conditions should be used to secure the implementation of the Ecological Management Plan for at least 10 years. The provision of nest boxes around the site and a limited number upon the building should be sought (The risk of bird collision with the turbine are considered to be negligible).
  - c) The risk of bat collision with the turbine is considered to be low. However, information in this respect is currently very low. The Cambs. Bat Group could be liaised with to see if research opportunities could be investigated. Horizontal spinning blades may pose less of a threat. Perhaps Cambridgeshire County Council could seek information on this alternative design as little is known about this area?
  - d) The water features have a rather regimented appearance. Further details are needed on the final designs of these features. Their inclusion is however very encouraging.

- e) Consideration should be given to the use of dropped or sloping kerbs near to the water features in order to avoid resulting in the trapping of small animals such as amphibians.
48. The comments of **Environmental Health** are awaited and will be reported verbally.

**Representations**

49. Ten written objections have been received. These raise a number of issues that are summarised below:
50. **Traffic/Highways:**
- a) The wrong location has been selected, the Park and Ride would be better if re-located to Landbeach Road, Milton where improved access for pedestrians and cyclists, less interference with Butt Lane traffic, especially HGVs from the landfill, prevented rat-running through Histon and Impington, allowed simple cycle routes from Milton and Waterbeach, many of which are already in place, and saved the Council (CCC) a huge amount of money, if Council owned land is used.
  - b) Butt Lane is narrow and dangerous, with many sharp bends. It is not a suitable location for development that will increase traffic using it and is already dangerous for cyclists and pedestrians.
  - c) It will be the only Park and Ride for Cambridge that is accessed via a country lane and not a main road.
  - d) The proposals ignore the fact that it will be quicker to access the Park and Ride via Butt Lane, having driven through the village, than it will be to queue on the A14 and A10.
  - e) The siting will encourage more rat-running through Histon and Impington.
  - f) The proposals will increase traffic on the A10 and result in much greater queues on the A10 and A14 at peak times.
  - g) No additional traffic calming on Butt Lane is proposed, despite indications at pre-application consultation stage that this would be provided.
  - h) Entry/exit onto Butt Lane should be scrapped.
  - i) The traffic survey is fundamentally flawed in that it ignores the fact that Butt Lane will become a destination in itself, therefore traffic will increase.
  - j) Fig. 3.6 of the traffic survey states that traffic using Butt Lane will be zero.
  - k) Plans are based on the current usage of the Cowley Road Park and Ride and does not take into account the particular differences between the two sites i.e. it is not based upon the site itself.
  - l) There is no safety audit or cycle audit.
  - m) Traffic lights at the junction with Butt Lane and the A10 should be replaced with a roundabout, as is the case at Cambridge Research park and Donarbon sites that are safely used.
  - n) The internal road layout will encourage “racers” to meet here.



51. **Pedestrian and cycle access**

- a) A footbridge linking directly to the site is required.
- b) The existing footbridge is totally inadequate and dangerous. The parapet fences need raising due to their danger, especially to children.
- c) Cars are likely to park in Butt Lane and cross the bridge, further increasing dangers to pedestrians and cyclists.
- d) Greatly increased numbers of people will be using the bridge and funding for an entirely new bridge should be sought with some urgency.
- e) The access point on Butt Lane will be dangerous to cyclists and pedestrians having to cross it.
- f) Crossings on Butt Lane and the A10 need to be provided.
- g) Cyclists are expected to go over the A10/Butt Lane footbridge, which slopes down at the precise point where motorists are turning left to enter the Park and Ride site from the A10 southbound and motorists and HGVs from the Butt Lane eastbound. This is a blind corner and few drivers will expect to see cyclists crossing their path.
- h) The proposed siting will generate a significant number of cyclists and pedestrian trips along the A10 and A14 roundabout from the Park and Ride site where they will be at considerable danger on such a fast road.
- i) There is a similar danger to cyclists and pedestrians who will be forced onto the A10 to and from Landbeach and northernmost parts of Milton village.
- j) It is essential that a safe, adequate cycle route between the Milton Park and Ride and the Jane Costain bridge be provided as the High Street is already full to capacity and cannot be recommended.
- k) The surface of Mereway should be improved in order to encourage pedestrians and cyclists to access the Cambridge Science Park and Cambridge Regional College via this route.
- l) There is a lack of detail regarding the cycle parking facilities, security of these and the number of spaces proposed (40) should in fact be closer to 80 with as many as possible covered.
- m) It is essential that Eastbound cyclists heading for the A10/Butt Lane footbridge or the Park and Ride be guided onto the proposed shared use path as early as possible in order to avoid conflicts. There should be a red tarmac cycle path across the front of the entrance to the landfill site and the park and ride and completed well before the Park and Ride opens. N.b. This refers to a proposed cycle link secured by sec106 attached to planning permission S/1017/06/F for re-development of Mereway Farm.

52. **Strategically important landfill void**

- a) The scheme is for land that is of strategic importance due to its location in relation to the existing landfill site. This development affects a strategic landfill void in the medium term, as identified in the Minerals and Waste Plan and, as such, the development could in the future be considered to be “sensitive receptor” that could result in the closure of the site. The

emerging plan includes policies to safeguard minerals and waste site in order to avoid such occurrences.

53. **General**

- a) The car boot sale that is held weekly at the existing Park and Ride site should not automatically be re-sited on the new site, as it will impact upon residential properties.
- b) There is no reference to proposals by Cambridge United to relocate adjacent to this site, which would impact upon traffic.

**Planning Comments – Key Issues**

54. The key issues in considering these proposals are the impact upon the Green Belt, disabled access, access for cyclists and pedestrians, traffic, landscape, ecology, drainage, sustainability, crime, strategic landfill opportunities, air quality, noise, pollution and public art. In addition, additional uses such as the car boot sale that takes place at the existing site and the relocation of Cambridge United football club have been raised through representations.

***Green Belt***

55. The County Council has undertaken an assessment of possible sites for the relocation of the Park and Ride facility at Cowley Road. They consulted on these options earlier this year. The site now proposed was considered to be most suitable, in that it was the least visually intrusive, located on a major transport link and not too far from the existing site. The County Council, having undertaken consultations, proposed this site and undertook a number of public consultation exercises.
56. The site is reasonably sustainable, in that it will be possible for existing users of the park and ride to continue using this service and will encourage additional users as it (arguably) will be easier to access than Cowley Road, to link to existing pedestrian and cycle routes, and does not impact upon important heritage or wildlife assets. The building on the site is proposed to incorporate renewable energy and sustainable materials and construction techniques.
57. In terms of Green Belt objectives the site will unavoidably have a significant visual impact. This can be reduced by careful consideration of landscaping, lighting, signage, and by keeping the built structure to the minimum height and size required to serve its purpose. Unfortunately the application is not particularly detailed in relation to landscaping and some concerns have been raised through consultations. Amendments would be required in order for these issues to be addressed including, amongst the more general landscaping concerns, revised detailing of the balancing ponds. The advantage of the site proposed is that the land rises towards the south due to the landfill site, screening it from the wider landscape. When viewed from the northern approach it will be viewed against this backdrop. Therefore while there will undoubtedly be a loss of openness it will be reduced to some extent as a result.
58. The relocation of the Park and Ride is included within the adopted Local Transport Plan, although a specific site is not identified.

59. In terms of assessment against Green Belt policy, the five requirements set out in PPG2 are not entirely met, however the Cambridgeshire Growth Agenda does inevitably require that some development outside of the existing built areas is necessary. This agenda has led to the land on which the Park and Ride facility is currently located having been allocated for redevelopment. A new facility will be required and this in itself can be considered 'very special circumstances' which would outweigh the harm caused to the Green Belt.

***Disabled Access***

60. A number of issues have been raised which require addressing in order to ensure that appropriate access for disabled users is incorporated. These include the recommendations of the County Council's own Access Officer. These recommendations include minimising shared surfaces and where these are inevitable having surfaces that clearly indicate pedestrian priority, consideration of the number of disabled parking bays (up to sixty may be required), and kerb heights at embarkation and disembarkation points. The issue of the pedestrian footbridge is covered later in this section.

***Access for Cyclists and Pedestrians***

61. Much concern has been raised over the implications for cyclists and pedestrians not only using the site but also those using the existing routes.
62. Outside of the site the proposals include a new access point off Butt lane, this dissects a well used public footway and cycleway linking the villages of Milton and Histon and Impington, for example by students at Impington Village College. The proposals show a traffic island at the centre of this junction, which will enable pedestrians and cyclists to cross one lane of traffic at a time. This is by no means an ideal arrangement considering the likely levels of vehicular traffic and, at the minimum, the County Council should consider some means of slowing cars down such as rumble strips or raised tables.
63. The proposals include a path linking from the footbridge directly to the waiting area, crossing two of the internal roads. Although the Design Statement indicates different materials will be used for such crossings it is unclear from the drawings how these are to be treated. This preferably should be addressed prior to permission being granted, or as a minimum by condition.
64. The documents supporting the application indicate that it is unlikely that many cyclists and pedestrians would access the site from the A10 approaches. This is a reasonable conclusion, although not all cyclists restrict themselves to designated paths, and in practical terms there is little that could be done to overcome this.
65. A crucial aspect of pedestrian and cycle access however, both along the Butt Lane frontage and to the site itself, is the existing footbridge over the A10. This is currently unsuitable for its purpose, in that the height of the parapets is below what is considered safe and is too narrow. The County Council has indicated informally that funding is not available at this time for improvement of the bridge. Notwithstanding, this is a vital part of the scheme if people are to be encouraged to walk or cycle from Milton to the Park and Ride rather than drive. Local concerns are supported and the scheme should include detailed proposals for the upgrading or replacement of the bridge and funding

sought to provide these improvements if the scheme is to genuinely achieve sustainable and integrated access.

66. The existing cycleway on Butt Lane is limited in length. Planning permission S/1017/06/F in relation to Mereway Farm, Butt Lane included a section 106 requirement for an extension to the cycle path westwards towards the Farm. Officers have been involved in on-going discussions with the owners of this site who are concerned that the permitted scheme is not financially viable. Several subsequent applications have been made, which have been refused and a current application is yet to be determined. While the extension to this path is clearly desirable there is no certainty that it will be provided due to the uncertainty surrounding that site.
67. This raises the further possibility that the Mereway should be improved to accommodate a cycle path that would enable links to Cambridge Science Park and Cambridge Regional College. However this would have to be explored with the County Council's Archaeologists due to its historic significance as a former Roman road and with the Countryside Access Team. On plan it appears that there is relatively little between the route through Milton and the Mereway in terms of distance, although the latter would avoid traffic in Milton.
68. As these issues have not been fully explored within the application documents it is recommended that the Council undertake a Cycle Audit of the scheme as proposed prior to determination in order to ascertain if adequate measures have been incorporated.
69. Within the site the proposals are not sufficiently detailed in relation to the cycle parking provision. These form an integral part of the scheme and full details are required, particularly as forty spaces are to be under cover. Similarly, provision of lockers for storing cyclists belongings is a sensible and reasonable requirement.

### ***Traffic***

70. The traffic modelling methodology appears to have been based upon existing flows on the A10 and Butt Lane. It uses up-to-date trip data from the existing Park and Ride. It is impossible to know precisely what the traffic generation for such a particular site will be but this data is the closest that can be obtained. The data takes into account the new location and traffic growth forecasting.
71. The issue of rat-running on Butt Lane is addressed. However the effectiveness of traffic calming in Impington and the deterrent of lengthened waiting times at the Butt Lane traffic lights, particularly when there are problems on the A14, is not specifically addressed. It is stated in the Transport Assessment that the scheme has been designed in such way that it would not encourage further rat-running and that the capacity of the junction will be improved. However it does not seem to address the increased traffic levels on Butt Lane from users of the Park and Ride itself. Traffic levels along the road has a real impact upon residents through increased noise, pollution and the safety of pedestrians and cyclists. This should be addressed by the County Council prior to the application being determined including undertaking a safety audit.

72. The Transport Assessment indicates that the capacity of junctions have been taken into consideration and improvements to signalling and junctions will minimise the impact upon the A10 and Milton roundabout.
73. The layout has been designed to discourage drivers from using the site as a short cut from the A10 to Butt Lane. This is to be achieved by the internal circulatory system and will mean that drivers have to navigate the parking areas in order to access Butt Lane, thus encouraging the use of the traffic lights instead. The gyratory system has been designed to allow cars to access the A10 via the site from Butt Lane, and this part of the internal road system will be a 30mph road.

### ***Landscaping***

74. Several issues in relation to landscaping must be addressed if the impact of the scheme on the landscape and wildlife is to be minimised. These include a requirement for a detailed scheme including planting, addressing the design of the balancing ponds, strengthening the existing hedgerows and reinstating the orchard. And this is a full planning application the detailed design of the layout and balancing ponds in particular must be addressed at an early stage and preferably prior to determination, as the internal layout may alter as a result of such changes.

### ***Ecology***

75. The scheme should incorporate the recommendations of Natural England, the Countryside Officer and our Ecologist. While on the whole the scheme is welcomed these recommendations include dropping kerbs, re-designing ponds, briefing developers on the ecological sensitivities of the site so that they can be avoided during works, a management plan for a minimum of ten years, reviewing ecology within the site if the development is to be phased, and orchard re-planting.

### ***Drainage***

76. The proposed balancing ponds appear to be acceptable for attenuation of surface water and meet the Environment Agency and our own requirements subject to the recommended conditions relating to the submission of detailed schemes for surface water drainage, foul drainage, pollution control measures and 5 metre clearance of the Award Drain.

### ***Sustainability***

77. The proposal is not essential to the rural location and as such is not in accordance with the development plan. Notwithstanding, its location has been justified as being the best option for relocation and in other aspects is deemed to be sustainable subject to addressing the issues relating to cycle and pedestrian access, use of renewable energy sources and sustainable materials as indicated in the plans. In addition there appears to be scope for educational opportunities, which could be enhanced if the recommendations of the Countryside Officer for interpretation boards and for example introducing walks through the site are taken up.

***Crime***

78. While the recommendations of the Constabulary are generally supported, the recommendations for boundary treatments and landscaping will require careful consideration as part of the overall landscaping scheme. High fencing could be visually intrusive if not introduced in a way that is also sensitive to the appearance of the area.

***Strategic Landfill Opportunities***

79. The County Council must consider the impact of this scheme upon its own policies for dealing with waste.

***Air Quality, Noise and Pollution***

80. The Environmental Impact Assessment includes studies of the impacts of the proposals in terms of air quality, noise and pollution. Comments have not been received from the Council's Environmental Health Department on these and therefore Members will be updated at Committee if issues are raised regarding these matters.

***Public Art***

81. South Cambridgeshire District Council has a policy of encouraging public art within major developments. The recommendations of the Arts Development Officer are to be supported and it is recommended that the County Council liaise with him to ensure that appropriate provision for art is included in the scheme.

***Other matters***

82. The possible use of the site as a car boot sale would require separate planning permission. An application would consider the possible impacts and assess such proposals on their merits. The proposals make no indication as to whether it is envisaged that it is intended to relocate to this site.
83. Similarly, the mooted relocation of Cambridge United Football Club to land adjacent to this site would also have to be considered upon its planning merits should an application be made.

***Recommendation***

84. No objection in principle subject to further work being undertaken prior to planning permission being granted and conditions as summarised below:
- a) Detailed landscaping proposals.
  - b) Design of balancing ponds.
  - c) Disabled parking provision.
  - d) Details of surfacing for paths.
  - e) Details of kerb heights at bus stops.
  - f) Detailed proposals for upgrading or replacement of the existing footbridge over the A10.
  - g) Introduction of speed reducing measures such as rumble strips or tables at the new access to Butt Lane.
  - h) A safety audit.

- i) A cycle audit.
- j) Consideration of links to Mereway.
- k) Details of cycle parking provision.
- l) Details of facilities for cyclists such as lockers.
- m) Consideration and mitigation of the impact on the villages of Histon and Impington of increased traffic on Butt Lane.
- n) Orchard re-planting.
- o) Ecological Management Plan secured for a minimum of ten years.
- p) Dropped kerbs at bus stops.
- q) Review of ecological impacts if development is to be phased.
- r) Detailed surface water drainage scheme.
- s) Foul drainage scheme.
- t) Pollution control in relation to water supplies.
- u) 5 metre clearance of the Award Drain.
- v) Use of renewable energy and sustainable materials.
- w) Interpretation boards and walks.
- x) Public Art provision.
- y) Any further requirements recommended by Environmental Health in respect of noise, air and ground pollution.

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

- PPG2: Green Belts
- RPG6: East Anglia 2000
- Cambridgeshire Local Transport Plan 2006
- South Cambridgeshire Local Plan 2004
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning File Refs: S/2055/06/CM, S/1252/76/O, S/1251/76/O

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**SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL**

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**REPORT TO:** Planning Committee10<sup>th</sup> January 2007**AUTHOR/S:** Executive Director / Head of Planning Services

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**S/2064/06/F - BARRINGTON****Erection of 16 New Affordable Dwellings, Phase 2, Primes Close, for Granta Housing Association****Recommendation: To Defer****Date for Determination: 26<sup>th</sup> January 2007 (Major Development)****Notes:**

**This Application has been reported to the Planning Committee for determination because it is an application for an exception site for affordable housing outside the village framework.**

**Members will visit this site on Monday 8<sup>th</sup> January 2007**

**Site and Proposal**

1. Primes Close, Barrington is currently a group of eight affordable dwellings to the south of Shepreth Road. The original development has a single point of access, retaining the existing frontage hedge. A field gate at the southern end of the development allows access to the existing set-aside agricultural land.
2. This full application, received on 27<sup>th</sup> October 2006, proposes the erection of 16 affordable dwellings on a 0.55ha area of land to the south east of the existing development, accessed at the point of the existing field gate.
3. The development comprises four pairs of semi-detached houses. Six of these dwellings are 2-bedroom and two are 3-bedroom. In addition there is a block of four 1-bedroom flats and four part single storey, part two storey 2-bedroom properties. A total of 29 car parking spaces are provided. The density equates to 29 dwellings per hectare.
4. The full two storey dwellings have ridge heights that vary between 8.0m and 8.3m. The part single storey, part two-storey block has a maximum ridge height of 6.7m.
5. Materials proposed are brick and tiles.
6. Ten of the dwellings are proposed for rent and 6 for shared ownership.
7. To the north east of the site is the garden of 19 Shepreth Road, a detached house sited close to the main road. There is a reasonable amount of screening along the boundary of the garden with the application site. To the south west is land associated with The Windmill, which again benefits from existing planting.
8. To the south east of the site the open land slopes away towards the river. To the north west the site adjoins the rear of the existing Primes Close development.

9. The site itself slopes from north west to south east towards the river.
10. The application is accompanied by a Flood Risk Assessment and a Design and Access Statement.
11. The site is outside the village framework, although it adjoins it on its north east boundary.
12. For Members information a planning application has recently been submitted for 40 affordable dwellings on land off Challis Green Barrington, which will be considered at a later meeting.

### **Planning History**

13. A similar application (**Ref: S/2059/05/F**) was withdrawn in November 2005 to allow the applicant to resolve a number of matters, including the need for a Flood Risk Assessment.
14. Planning consent was granted for the eight original affordable dwellings in Primes Close in July 2000 (**Ref: S/2087/99/F**).

### **Planning Policy**

15. **Policy P1/2** of the Cambridgeshire and Peterborough Structure Plan 2003 (“The County Structure Plan”) restricts development in the countryside unless it can be demonstrated to be essential in a particular location.
16. **Policy P5/5** of the Structure Plan states that small-scale housing developments will be permitted in villages only where appropriate and having regard to the need for affordable rural housing.
17. **Policy P7/2** of the Structure Plan states that all development will seek to conserve and enhance the biodiversity value of the areas that they affect.
18. **Policy SE4** of the South Cambridgeshire Local Plan 2004 (“The Local Plan”) identifies Barrington as a group village where residential development is normally restricted to a maximum of 8 dwellings on sites within the village framework, subject to specified criteria, although exceptionally a development of up to 15 dwellings may be permitted where it would make best use of a brownfield site.
19. **Policy ST/6b** of the Local Development Framework – Core Strategy repeats that designation.
20. **Policy SE8** of the Local Plan states that residential development outside village frameworks will not normally be permitted.
21. **Policy HG8** of the Local Plan states that as an exception to the normal operation of the policies of the Plan, planning permission may be granted for schemes of 100% affordable housing designed to meet identified local housing needs on sites within or adjoining villages. The Policy sets out a range of criteria that need to be met including a requirement that the site is well related to the built-up area of the settlement and the scale of the scheme is appropriate to the size and character of the village and; the development does not damage the character of the village or the rural landscape.

22. The Local Development Framework Submission Draft 2006 **Policy HG/5** rehearses the criteria of Policy HG8 but adds that a site should be well related to facilities and services within the village.
23. **Policy CS2** of the Local Plan states that planning permission will not be granted where there are inadequate water supply, sewerage or land drainage systems to meet the anticipated demands of the development.
24. **Policy CS5** of the Local Plan states that planning permission will not be granted where the site is liable to flooding, or where development is likely to increase the risk of flooding elsewhere by materially impeding the flow or storage of floodwater; increase flood risk in other areas downstream due to additional surface water runoff; or increase the number of people or properties at risk, unless it is demonstrated that these effects can be overcome by appropriate alleviation and mitigation measures.
25. **Policy EN2** of the Local Plan states that the District Council will not permit development which has an adverse effect on the wildlife, landscape and countryside character of the river valleys of South Cambridgeshire.
26. **Policy EN9** of the Local Plan seeks to protect County Wildlife sites.
27. **Policy EN13** of the Local Plan states that the District Council will not grant planning permission for development which could adversely affect, either directly or indirectly, the habitat of protected species.
28. **Policy EN45** of the Local Plan states that there is a general presumption against development which will have an adverse environmental impact on the water environment, nature conservation, fisheries and water-related recreation.
29. **Policy RT2** of the Local Plan sets out standards for public open space provision in new developments.

### **Consultation**

30. **Barrington Parish Council** recommends approval. "The Public Meeting held on 19.11.06, at which Granta Housing Society was represented, brought forward concerns about an on-site play area provision, sewage disposal capacity, and speed of traffic. An almost unanimous concern was that houses should be allocated to those with a link to our village."
31. The **Development Officer** supports the application and the mix and tenure accord with previous discussions.
32. The **Affordable Housing Panel** has no objection in principle to the use of this site for affordable housing. It accepts that outstanding issues identified later in the report need to be satisfactorily resolved, including that of scale. It has confirmed that there is a need for an up to date housing needs survey to see whether the development of both this and the Challis Green site can be justified (in terms of housing need). It is of the view that both this and the Challis Green application should be determined at the same time.
33. The **Ecology Officer**, although not completely against some form of development in this location, objects to the current submission on the basis that it makes no provision for biodiversity.

34. The edge of the development site is approx 50m from the River Rhee which is designated as a County Wildlife Site. It is felt that the current proposal will result in more disturbance of the Rhee corridor. Otters regularly use the Rhee and its tributaries, the maintenance of undisturbed high quality environments is important for the otter. Thus some form of mitigation should be provided on land outside of the current application site.
35. The applicant provides no form of mitigation other than a standard hedge. Potential mitigation could include management of the existing hedge/scrub belt, sensitive planting of new willows, an existing shelf on the riverbank could be planted to form a small reed bed. Strong boundary planting is required to prevent people from wandering outside of the site where they will cause disturbance in otherwise presently quite countryside.
36. The SDC Biodiversity Strategy identifies the River Rhee corridor as an area for Countryside Enhancement, this application does nothing to contribute to the overall local environment. Perhaps a funding contribution should be made to the Barrington Conservation Trust whom the Ecology Officer is currently working with to help restore riverside meadows.
37. The discharge from the site also gives concern about impact upon water quality. The development should incorporate SUDS to improve the quality of any run-off before it enters the Rhee. SUDS could provide for habitat creation opportunities that would complement the river setting.
38. It is noted that the current application retains a turning head that could allow for a phase 3. The Ecology Officer states that he would be very concerned if that happened. The retention of natural grasslands along the Rhee corridor is important to assist with the recovery of the local barn owl population (boxes have been provided locally). This application should provide for their management not leave opportunities for further development.
39. The objections are supported by LP policies EN2 (river valleys), EN9 (nature conservation identified sites), EN13 (protected species) and EN45 (water environment). Furthermore the Structure Plan policy P7/2-biodiversity seeks conservation and enhancement which this application does not deliver. PPS9 also sets high standards which this current application does not meet.
40. The **Trees and Landscapes Officer** states that no landscaping details are included in the proposal. In light of the comments from the Ecology Officer it is suggested that landscaping details are agreed prior to consent.
41. **Cambridgeshire Archaeology** states that its records indicate that the site lies in an area of some archaeological potential, situated on the edge of the former Saxon green, which has been suggested was an important settlement focus. Accordingly, it is possible that the plot contains important archaeological remains which could shed significant light on the development of the village in the mid to late Saxon and Medieval period.
42. It requests that a negative condition securing a programme of archaeological investigation be attached to any consent.
43. The **Chief Environmental Health Officer** requests a conditions restricting the hours of operation of power driven machinery during the construction process, and requiring an investigation of the site to establish the nature and extent of any contamination along with any remedial works that are found to be necessary.

44. He requests that informatives be attached to any consent in respect of the use of driven pile foundations use of bonfires and the burning of waste.
45. The **Architectural Liaison Officer, Cambridgeshire Constabulary** comments that the application fails to address some of the concerns expressed at the time of the earlier application and changes in the layout of the flats creates further difficulties. As a result he is not sure that he can fully endorse the applicants statement that the overall design of the site layout is generally in accordance with the Secured by Design recommendations.
46. In respect of plots 9-12 he states that the front doors of the dwellings are set back too far from the road to benefit from natural surveillance. This is compounded both by the screening provided by the "L" shape of the building footprint and height of the front garden fence. As these dwellings are described as bungalows it is not unreasonable to assume that they may be occupied by elderly/vulnerable residents and thus there is a significant danger of them falling prey to distraction burglars or rogue traders.
47. It is understood that the layout is, to some extent, dictated by the desire to create what are, in effect, rear gardens to the front of Plots 9-12 because of the nature of the land to the rear. It is generally accepted however that dwellings are often at their most vulnerable to attack from the rear and it is felt to be misguided to incorporate rear of dwelling features into the front of the bungalows. The Secured by Design New Homes Guide makes it clear that for the majority of housing developments, it will be desirable for dwelling frontages to be kept open to view, so walls, fences and hedges will need to be kept low.
48. Parking associated with this part of the development is poorly overlooked. The seven on street parking places to the front of plots 9-12 are only overlooked from the kitchen/diner window, without surveillance from front doors or living rooms. The car park (spaces 11-16) is overlooked only by a bathroom window and wc window. It should also be noted that parking spaces 24-27, adjacent to the flats, have no generally occupied living room in the flats overlooking the area with natural surveillance further restricted by what appears to be a storage facility limiting views from the direction of plot 8.
49. The comments of the **Environment Agency** will be reported at the meeting, however prior to the submission of the application, it wrote to the applicants Consulting Engineers stating that in principle the flood risk assessment was acceptable and that it satisfactorily incorporated phases 1 and 2. It indicated that it was likely to request that conditions be attached to any consent requiring the submission of a scheme for the provision of surface drainage works along with a scheme for the provision of maintenance of the surface water balancing system for the lifetime of the development.
50. **Cambridgeshire Fire and Rescue Service** requests that adequate provision is made for the provision of fire hydrants through a planning condition.
51. The comments of the **Local Highway Authority**, the **Environment Operations Manager** and **Anglian Water** will be reported at the meeting.

### **Representations**

52. At the time of writing the report 9 letters of objection had been received. The grounds of objection are summarised below:

53. The site is outside the village framework. The application contradicts the Local Plan and is in breach of the Town and Country Planning Act 1990 as it does not demonstrate that there are good reasons for a departure. Has the Secretary of State for the Environment been notified?
54. Are there different criteria for schemes of affordable housing?
55. The Urban Capacity Study has demonstrated sufficient capacity in the region.
56. The Local Development Framework confirms that there is no need for additional housing allocation in the rural area and this has recently been cited to refuse an application in Shepreth Road.
57. The proposed development would be contrary to the search sequence in Policy P1/1 and Policy P5/5 of the Structure Plan 2003, Policy CSR1 of the East of England Plan and, Policy HG8 of the Local Plan 2004.
58. Policy ST/6 (Local Development Framework – Core Strategy) restricts Barrington to group development (See Policy Section above). This land is greenfield and yet the proposal exceeds the highest threshold for brownfield. Were phase 2 completed Primes Close would be a single development of 24 dwellings. The 8 dwellings maximum has been a planning tool in successive South Cambs Planning Strategies which was intended to reverse the historic and unsustainable policy of development in villages which cannot provide for residents daily needs. Larger developments would be contrary to the development strategy for the rural area. These limits can be circumvented by using phased developments, which would be the case here, but which would defeat the object of Policy ST/6. Phase 2 should be no more than 8 dwellings.
59. Policy Barrington 2 of the Local Plan states that the District Council will resist any encroachment south of the Green towards the river in order to retain the important rural character of this part of the village.
60. Policy DP1 (Local Development Framework – Development Control Policies) requires the submission of a Sustainability Appraisal and Health Impact Assessment for major developments. Has this been complied with?
61. Policy HG/5 para 4 requires that exception sites for Affordable Housing should be well related to facilities and services. Policy ST/b states that development will be located where it will provide the opportunity. This development is on the fringe of the village and its relationship to facilities could hardly be worse. Primes Close is almost the furthest point for the primary school, major employment (Cemex, The Hall and community facilities such as the football pitch, recreation areas and the church, all of which are between 1300m-1600m away. The village shop is 900m. There is one bus service morning and evening and therefore realistically the majority of journeys will be by car, which is not compatible with these policies
62. The number of houses proposed exceeds the local need. The original 8 dwellings could not be filled locally. The so-called 'Village Plan' is incomplete and not approved or published yet the Parish Council is wrongly citing a quantified need that cannot be confirmed by Granta.
63. One letter accepts that there is a need for the houses but to build so many houses so far away from the amenities that exist in the village i.e. the post office and school will result in more traffic and danger.

64. The proposed development is too crowded into too small an area. There must be pockets of land throughout the village which could be utilised for low cost housing, allowing the tenants to be integrated into the community rather than isolated on the edge of it.
65. Employment in the village is limited and public transport is poor. Surely this is essential for an affordable housing project?
66. The ecology of the site is very fragile.
67. The scale and density of the development (when added to the 8 existing dwellings) will significantly damage the character of the village, the rural landscape and the environment.
68. The only reason that the development can begin to be considered is that it is for 'affordable housing'. It would make a mockery of the planning process and system to use this as justification for ignoring the many detrimental effects of the proposal.
69. Anglian Water has confirmed in a letter dated February 2006 that the foul drainage system suffers from capacity problems during wet weather but the letter was only valid for 6 months. No current statement has been provided.
70. Part of the site is liable to flooding. Development would therefore appear to be against Policy CS5, which states "planning permission will not be granted for development where the site is liable to flooding." There will be a significant increase in surface water run off flows caused by the proposed new surface water drainage for the site and there do not appear to be any measures in place to reduce pollutants entering the drainage.
71. The Environment Agency was not happy with the treatment of surface water and sewage from the first phase. The present sewage system is overloaded and all new building should be stopped until the system is enlarged. There will be flooding. Contaminated water should not be discharged into the River Rhee or Cam
72. No proposal has been submitted for renewable energy and no reason is given.
73. Open space is required on developments over 21 units but none is shown. Gardens backing onto the river could be hazardous
74. 6 units are allocated as shared ownership which may soon become unaffordable housing when a tenant owns 75% at open market prices.
75. The design of the buildings is standardised for cost savings and not in keeping with open countryside, which should be protected by Part 1 of the Local Plan.
76. Traffic along Shepreth Road travels over the 40mph limit and the extra traffic from this proposal will increase accident risk. The speed limit should be reduced to 30mph. Shepreth Road has a single-track bridge with a long blind bend at one end and a blind T-junction at the other. Essential improvements need to be made
77. Policy NE6 (Local Development Framework – Development Control Policies) requires applicants to provide an adequate level of survey information to establish the impact of development on protected species, priority species or habitat and put forward possible alternatives, mitigation schemes and/or compensation measures. The edge of the site is about 50m from the river Cam/Rhee (a County Wildlife Site). Otters (Biodiversity Action Plan species) and Kingfishers (Schedule 1) are definitely present.

Have the effects of noise/high lighting/pets from the development itself and extra traffic from 30 cars along the important wildlife corridor between the river/chalk stream been considered?

78. PPG 3 Housing at Annexe B (Providing for rural exception housing) states that the basis of this policy is essentially one of permitting very limited exceptions to established policies of restraint. This development, which is inconsistent with so many core planning objectives is not an example of 'permitting very limited exceptions.'
79. The occupier of The Windmill, to the west of the site, objects on personal grounds (as well as some of the above points) to the noise pollution from excessive road traffic movements. There is an existing problem with screaming children which can only be intensified and will affect the quiet rural nature of this area. There is now an established otter hide nearby on the river which leads to the adjacent nature reserve. If, despite the objections, the Council is minded to approve the application there should be tree planting on the south and west boundaries. Trees should be at least 3m high and include 25% evergreen for winter screening. The farm gates to the rear field should be close boarded, a minimum of 1.5 metres high and locked to prevent children and others climbing and trespassing by the river.
80. A more suitable site for affordable housing exists off Challis Green, east of Barrington School.

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

81. The key issues for Members to consider with this application are whether the proposal complies with Policies HG7 and HG8 of the Local Plan. Although the site is outside the village framework Policy HG8 allows an exception to be made to the operation of the normal policies of the Local Plan for schemes of 100% affordable housing designed to meet identified local housing needs. Equally this exception applies to the scale of development where appropriate. It is important however that any proposal demonstrates that it complies with the criteria set out in Policy HG8 in respect of meeting an identified local need; securing arrangements for ensuring that the affordable housing provided is retained in perpetuity for this identified housing need (Policy HG7); that the site is well related to the built-up area of the settlement and the scale of the scheme is appropriate to the size and character of the village and; the development does not damage the character of the village or the rural landscape. In addition the proposal needs to be judged against other matters raised during the course of the application, in particular those of foul and surface water drainage (Policies CS3 and CS5 of the Local Plan), Nature Conservation (Policies EN2, EN9, EN13 and EN45 of the Local Plan and Policy P7/2 of the Structure Plan); highway safety.
82. It is my view that in considering this application Members should also have regard to the recently submitted planning application for 40 affordable dwellings at Challis Green, in so far as the overall need for affordable dwellings in Barrington is concerned.
83. The Development Manager supports the application and has agreed the mix and tenure with the applicant prior to the submission of the application. There is an identified need for affordable housing in the village, which will not be met in total by this submission. The current housing need survey for Barrington dates from 2002, although the Parish Council has undertaken a further survey as part of its Village Plan. The Affordable Housing Panel has confirmed the need for a more up to date housing need and this work is to be put in hand.



84. The traditional pattern of development at this end of the village is linear in form. The proposal to develop in depth to the rear of the original eight dwellings in Primes Close will alter this character. The north east and south west boundaries of the site benefit from existing boundary planting within the grounds of the adjacent properties, which will help to minimise this impact. However, the south east boundary, towards the river, is currently open. Long distance views of the rear of the development are likely to be obtained on the approach to Barrington from the south out of Shepreth. The submitted plan shows provision for a 5m wide planting strip on this boundary. It is my view that a group of eight dwellings could be more comfortably assimilated into this part of the village than the fifteen proposed.
85. The layout proposed shows the dwellings on Plots 7-10 being within 10m of the rear gardens of existing properties in Primes Close. In my view this relationship is unfortunate in terms of the degree of overlooking of the rear gardens of those existing properties that will result, with consequent loss of privacy to occupiers. In my view a rearrangement of parking spaces would allow these dwellings to be moved further from the boundary. At the present time parking spaces 11-16 and 17-22 are of inadequate depth and unusable. These matters have been taken up with the applicant's agent.
86. The comments of the Architectural Liaison Officer, Cambridgeshire Constabulary have been reported to the applicant's agent.
87. The Ecology Officer has commented that he is unable to support the application at the current time due to potential impact of the development on nature conservation and biodiversity issues. These matters have also been raised in several of the letters of representation and will need to be satisfactorily addressed if development of this site is to be supported. The application states that existing tree belts and shrubs will in the main be retained and that therefore the main loss to biodiversity will be in the loss of part of the existing field. New shrub and tree planting will be mostly native species to provide more opportunities than the existing open field for bird and insect life. It states that the new homes will have covered porches and roof overhangs which will provide nesting opportunities for birds and small gaps will be left in hedges to allow wildlife corridors for small mammals. These comments do not however address the wider concerns of the Ecology Officer.
88. I am awaiting the comments of the Environment Agency on the current application. However it has been in discussions with the applicant prior to submission and has agreed in principle a flood risk assessment. The site itself is not in the identified flood plain. However surface water disposal in particular will be important. I will report the further comments of the Environment Agency at the meeting.
89. The comments of Anglian Water will be reported at the meeting and it is important that it confirms that there is sufficient capacity to cater for the proposed development.
90. The comments of the Local Highway Authority will be reported at the meeting. However it did not raise an objection in principle to the previous application but required detailed alterations to the internal layout of the site.
91. Reference has been made in letters of representations to the proposal being contrary to the aims of Local Plan Policy Barrington 2 which resists further encroachment south of the Green towards the river. The application site is at the western edge of Barrington village and is not opposite the Green and I am therefore of the view that this particular policy is not directly relevant although, as stated above, it is still

important to assess the impact of the development on the character of the village and the rural landscape.

92. Policy DP1 of the Local Development Framework, referred to in a letter of representation, and requiring a Sustainability Appraisal and Health Impact Assessment to be carried out carries limited weight as a policy at the current time. However both these matters are items that are included in the standard planning application form for major developments. The applicants have submitted a statement on Sustainable Design in the Design and Access Statement. As its name suggests it refers to construction methods rather than any wider issue of sustainability. It states that the houses will be as sustainable as possible with the main construction material for the walls, upper floors and roofs being from timber obtained from FSC sources. External finishes will be facing brickwork, with concrete tiles, all of which are given A ratings in the Green Guide to Housing Specifications. It states that the designs will also achieve a 'very good' eco Homes rating. In my view a Health Impact Assessment is not required for this scale and type of application.
93. The site is well related to the built up part of the village, being adjacent to it on its west boundary, but, by virtue of it being outside the village framework any development will potentially be more remote from established village services. In this case it is particularly unfortunate that the School is located at the east end of the village. Letters of representation have stated that the affordable housing should be more integrated on a number of sites around the village and one letter refers to the alternative piece of land off Challis Green, which is felt to be better located to existing facilities.
94. This application is under the threshold required (21 dwellings or more) for the provision of public open space, but Members should note that cumulative development of 24 dwellings should include open space (Policy RT2 of the Local Plan 2004).
95. Members will be able to view this site and assess the potential impact in the countryside along with other matters raised.
96. At the present time there are a number of outstanding site specific issues highlighted above which will need to be satisfactorily resolved before I am able to recommend that Members support development of this site for affordable housing. I am of the view however that, whilst each application should be considered on its merits, this proposal should be considered alongside the recently submitted application on land off Challis Green in terms of the housing needs of Barrington. Whilst I will ask Members to take a view on the details of this application I will recommend that any final decision be deferred.

### **Recommendations**

97. I will report the comments of outstanding consultees and will ask that Members indicate whether support for development of this site for affordable housing can be considered in principle, provided that the issues of countryside impact (which includes the scale of development), foul and surface water drainage, nature conservation and biodiversity can be satisfactorily addressed, along with the required revisions to the layout of the scheme referred to above.
98. However, I will recommend to Members that any final decision on the application be deferred so that this proposal can be considered alongside the planning application for 40 affordable dwellings on land off Challis Green in terms of how the overall need for affordable housing in Barrington is addressed.

**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
- Local Development Framework – Core Strategy
- Planning File Refs: S/2064/06/F; S/2059/05/F and S/2087/99/F

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**SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL**

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**REPORT TO:** Planning Committee10<sup>th</sup> January 2007**AUTHOR/S:** Executive Director / Head of Planning Services

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**S/2039/06/F - SWAVESEY****Erection of 19 Terraced and One Single B1( C ), B2 and B8 Units (20 Total) with Ancillary Offices, Service Yards, Ancillary Car Parking and Landscaping and the Erection of 6 Terraced B1 (A) Office Units with Ancillary Car Parking and Landscaping at Buckingham Business Park****Recommendation: Delegated Approval****Date for Determination: 22<sup>nd</sup> January 2007 (Major Application)****Notes:**

**This Application has been reported to the Planning Committee for determination because the comments of the neighbouring Boxworth Parish Council do not accord with the officer recommendation and the application is a departure from the Development Plan.**

**Departure Application****Site and Proposal**

1. This 3.3ha site lies adjacent, and to the north of, the A14 to the south of Swavesey village in the open countryside and forms part of a larger site known as Buckingham Business Park. It has no direct access from the A14 and is largely featureless and flat sitting approximately 2m below the level of the road.
2. The full planning application, received 23<sup>rd</sup> October 2006, proposes a speculative development involving the erection of a mixture of offices, light industrial, industrial and storage/distribution buildings totalling approximately 11,800m<sup>2</sup> of gross external floorspace made up of 3,228m<sup>2</sup> of offices, 4,674m<sup>2</sup> of light industrial and industrial and 3,116m<sup>2</sup> of storage/distribution.
3. Building heights range from 8.6m for units 16-24 (adjacent the A14) to 8.6m and 9.2m for units 1-4 and 5-6 respectively on the western boundary and 8.4m for units 11-14 on the eastern boundary together with 9.6m for units A and F (E-F also on eastern boundary) to 10.6m for the larger unit 15 located more centrally within the site.
4. The application was amended on 7<sup>th</sup> November 2006 to correct the numbering of units and to provide plans for units A-F that were omitted from the initial submission.

**Planning History**

5. The site has a long planning history. Of particular relevance to the proposal is the following:
6. In March 1996 Outline planning permission was granted for the Buckingham Business Park (ref. **S/1793/95/O**) and a significant proportion of the site has now been

developed. The remaining portion is that land that lies immediately to the north of the A14 of which the application site is approximately the western half.

7. Since the granting of the Outline permission, it has been renewed periodically with the most recent in January 2005 for a period of 5 years (planning ref. **S/1268/04/F**).
8. A condition of this planning permission required a safeguarding strip of 100m from the centre of the Trunk Road to be kept free of hard development due to possible need for the land for proposed improvements to the A14. The Highways Agency has since confirmed that this safeguarding strip is no longer required.
9. In July 2006 an application reference S/1337/06/F was submitted for 23 units on the same site. This was withdrawn following a consideration by officers that the scheme was too dense, there was insufficient parking space available and the Highways Agency had a holding objection. Four of the units have been removed in the current application.
10. The current application is made on part of the 100m strip and is therefore 'Full' rather than 'Reserved Matters' as it would not be possible for the developer to comply with all of the conditions on the Outline Planning Permission.
11. The Outline Planning Permission also limits the amount of floorspace on the overall site to:  
32,515m<sup>2</sup> in total with no more than 8,128m<sup>2</sup> of Classes B2 or B8 development (industrial or storage/distribution).

### **Planning Policy**

12. **Policy P1/2** of the Cambridgeshire and Peterborough Structure Plan 2003 (the Structure Plan) – 'Environmental Restrictions on Development' states that development will be restricted in the countryside unless the proposals can be demonstrated to be essential in a particular rural location.
13. **Policy P1/3** of the Structure Plan – 'Sustainable Design in Built Development' states (in part):

A high standard of design and sustainability for all new development will be required which:

1. Minimises the need to travel and reduces car dependency by providing:
  - (a) An appropriate mix of land uses and accessible services and facilities;
  - (b) Good access by public transport;
  - (c) Managed access for the private car and other motor vehicles.
2. Provides a sense of place which:
  - (a) Responds to the local character of the built environment;
  - (b) Is integrated with adjoining landscapes;
  - (c) Creates distinctive skylines, focal points, and landmarks;

- (d) Includes variety and surprise within a unified design;
- (e) Includes streets, squares and other public spaces with a defined sense of enclosure;
- (f) Includes attractive green spaces and corridors for recreation and biodiversity;
- (g) Conserves important environmental assets of the site;
- (h) Pays attention to the detail of forms, massing, textures, colours and landscaping.

14. **Policy P2/1** of the Structure Plan - 'Employment Strategy' states:

"The economic growth of the Plan area will be supported:

1. In the Cambridge Sub-Region by:
  - (a) Encouraging the continued expansion of high technology and knowledge-based industry;
  - (b) Securing investment in new infrastructure needed to relieve obstacles to growth using existing land allocations and making new allocations where appropriate.
2. The selective management of employment which does not need to be located in or close to Cambridge (see **Policy P9/7**); in Peterborough and North Cambridgeshire by:
  - (a) Securing investment in physical infrastructure and supporting social, environmental and community initiatives which will assist economic regeneration.
3. Taking full advantage of the range of existing land allocations and vacant or under-used sites in the area; in both areas by:
  - (a) Encouraging a wider range of business and industrial development;
  - (b) Developing the skills of the labour force in line with the needs of the economy;
  - (c) Enabling the diversification of the rural economy (see Policy P2/6)."

15. **Policy P2/2** of the Structure Plan – 'General Location of Employment' states:

1. Where there is a need for new land allocations for employment, provision will be mainly concentrated in Cambridge, in Peterborough, in market towns and in Rural Centres where this could help reduce out commuting and also on the strategic sites identified in **Policy P2/3**.
4. Local Plans will review existing employment allocations and allocate a range of sites for the continued growth of employment and to broaden the local economy. Development will be located in line with the objectives of **Policy P1/1** so as to:

- (a) Work towards a balance of jobs and housing;
- (b) Maintain a range of types and sizes of premises for business requirements;
- (c) Encourage a range of employment opportunities for local people;
- (d) Reduce the need to travel, particularly by private car;
- (e) Enable the fullest use of public transport, walking and cycling for work-related journeys;
- (f) Maximise the use of previously developed land and buildings;
- (g) Support rural services and facilities (see **Policy P3/4**).

16. **Policy P2/5** of the Structure Plan - Distribution, Warehousing and Manufacturing states:

Distribution, warehousing and manufacturing activities which generate large volumes of freight movement will only be located on sites with good access to rail freight facilities, and to motorways, trunk or other primary routes (see also **Policy P8/11**). Distribution and warehousing facilities will not be permitted within or close to Cambridge (see **Policy P9/7**).

17. **Policy P2/6** of the Structure Plan – ‘Rural Economy’ states:

Sensitive small-scale employment development in rural areas will be facilitated where it contributes to one or more of the following objectives:

- 1. Helping to achieve a balance of employment with the type and quantity of local housing;
- 2. Supporting new and existing business and research and technology clusters (see **Policy P2/4**);
- 3. Providing opportunities for home working, or making good use of new information and communication technologies;
- 4. Enabling farm or rural diversification where appropriate to the local area, including appropriate rural tourism (see **Policies P4/1 and P4/2**);
- 5. Enabling the re-use of existing buildings;
- 6. Enabling the re-use of vacant, derelict or under-used land within villages;
- 7. Helping to maintain or renew the vitality of rural areas;
- 8. Employment allocations in local plans for rural areas will be predominantly located in Rural Centres (see **Policy P1/1**).

18. **Policy P9/7** of the Structure Plan - Selective Management of Employment Development states:



“Employment land in and close to Cambridge will be reserved for development which can demonstrate a clear need to be located in the area in order to serve local requirements or contribute to the continuing success of the Sub-Region as a centre of high technology and research. Development proposals must demonstrate that they fall into one or more of the following categories:

- a) High technology and related industries and services concerned primarily with research and development including development of D1 educational uses and associated sui generis research institutes, which can show a special need to be located close to the Universities or other established research facilities or associated services in the Cambridge area;
- b) Other small-scale industries which would contribute to a greater range of local employment opportunities, especially where this takes advantage of, or contributes to the development of, particular locally based skills and expertise;
- c) The provision of office or other development providing an essential service for Cambridge as a local or Sub-Regional centre.

19. **Paragraph 5.2** of the South Cambridgeshire Local Plan 2004 (the Local Plan) refers to the Buckingway Business Park as a purpose built park.
20. **Paragraph 5.4** of the Local Plan states (in part) that New research employment development is primarily to be accommodated in the northern areas of the district including the expansion of the Cambridge Science Park, employment allocations at Landbeach, Swavesey and at Cambourne west of Cambridge. Through these sites and others identified in the Plan, together with unimplemented employment commitments, it is anticipated that this will provide for 14,000 jobs to the year 2006.
21. The application site is not allocated in the Local Plan but as stated above has an element of unimplemented employment commitment through the extant Outline planning permission.
22. **Policy EM3** of the Local Plan states (in part) that development within Class B1 will only be permitted if it is subject to a condition, or Section 106 Agreement, for a period of 10 years from the first date of occupation, which limits offices over 300m<sup>2</sup> 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 light industry to a maximum of 1,850m<sup>2</sup> of floorspace; large scale expansion of such firms will not be permitted.
23. **Policy EN1** of the Local Plan states: “Relevant parts of the Landscape Character Areas of England are defined on the Proposals Map. In all its planning decisions the District Council will seek to ensure that the local character and distinctiveness of these areas is respected, retained and wherever possible enhanced. While recognising that landscape is a dynamic concept, planning permission will not be granted for development which would have an adverse effect on the character and local distinctiveness of these areas.”
24. **Policy ET/4** of the Local Development Framework Development Plan Document Submission Draft January 2006 – Development in Established Employment Areas in the Countryside states:

1. In defined Established Employment Areas in the Countryside, redevelopment of existing buildings, and appropriate development for employment use may be permitted.
2. The following Established Employment Areas in the Countryside are defined on the Proposals Map: Buckingway Business Park.
3. Permission will be refused where there would be a negative impact on surrounding countryside, or landscape character area. Developments will be subject to other policies in the plan, in particular **Policy ET/6** on the Expansion of Existing Firms.

5.10 New employment development outside village frameworks will not generally be permitted. This is to protect the countryside from unnecessary development, which can be visually intrusive, but also lead to unsustainable patterns of development. However, South Cambridgeshire contains a number of Established Employment Areas in the Countryside, which are identified on the Proposals Map. The policy provides a context for considering planning applications on these sites.

5.11 Within these areas, appropriate development and redevelopment will be permitted, subject to consideration of land supply across the district, and other policy concerns. This will enable more efficient use of the sites, and allow them to be adapted for the needs of existing and future users.

5.12 The sites identified are outside village frameworks, and not in the Green Belt. Employment sites created from the conversion of agricultural buildings have not been included, as these were permitted through specific policies, and are not intended for extension.

### **Consultation**

25. **Swavesey Parish Council** has made no recommendation. It states:

“The comments made with regard to the previous application (ref S/1337/06) still remain valid for this current application. In particular the Parish Council wishes to comment on:

1. The Council would like to see financial provision made for the funding of a safer route for cyclists/pedestrians along Buckingway Business Park, in support of the green transport plan included.
2. Also the Council is against the increased use of B8 land use on the site. This type of activity generates increased traffic to and from the site.
3. The Parish Council would welcome the opportunity to discuss the further development of the Business Park directly with the applicants and the Planning Authority.

26. **Boxworth Parish Council** has recommended refusal. It states:

“The Planning Committee continue to feel that although some extra development on this site is inevitable the extra traffic on this already busy junction is unacceptable until improvements are made to the A14”.

**Chief Environmental Health Officer**

27. No objections subject to conditions to require the submission of details of the location and type of any power driven plant or equipment and to an informative stating that new legislation is proposed on smoke free premises and vehicles and that SCDC is keen to promote smoke free public places in accordance with the proposals and that the implications of this should be considered as part of the development.

**Chief Engineer - Middle Level Commissioners**

28. State that the site is outside the Board's area and should have no direct effect on the Board's system but the commissioners are concerned that surface water from the development will discharge into the upstream tributaries of Swavesey Drain – previously the Environment Agency has indicated that this watercourse is close to capacity during high rainfall events and any additional unregulated discharges could exacerbate flooding in the Board's area due to overtopping of the adjacent flood defence embankments.
29. The Board has not had sight of the Flood Risk Assessment and therefore objects to the proposal until adequate information has been approved.

30. **Landscape and Design Officer**

1. "We accept the principle of the reforming of the bund with 2m high crib wall. This will raise the level of the soil so that it is closer to horizontal and improve the likelihood of good tree establishment.
2. This is based on a number of requirements:
  - (a) Any trees removed in the process are replaced at equivalent or larger size.
  - (b) Planting mix should consist of standards, multi-stems and whips to ensure both an instant screen and ongoing growth, all plants must be of high quality.
  - (c) No Populus species in the mix.
  - (d) Due to the previous poor establishment of planting and the very harsh conditions both of wind and salt etc. from the road, the soil must be of the highest quality and the planting must be undertaken professionally. Maintenance must include a regular regime which is more often and of a higher standard than would normally be required, to ensure good establishment.
3. If there is any likelihood at all that planning permission will be granted for the second area, then it is acceptable and more sensible to continue the reformatting and planting regime across the entire site. As it will then become more established for screening the new development. If however, further permission is not likely, then reformatting of the bund should finish at the edge of the development and a 10m band of trees should be planted on the inside of the bund (opposite side to the A14). To help screen the development.
4. I think it is important to remember that we have lost a 20m tree belt along the whole length of the site plus an established hedge across the width of the site. Whilst the hedge line in the middle of the area could be considered a replacement for the hedge and the reforming of the bund with planting

ensures status quo for this area, none of the new landscaping scheme replaces the lost tree belt.”

**Trees Officer**

31. Noted that all trees have been removed from the site but has no objections to the proposal.

**Police Architectural Liaison Officer**

32. The removal of the units to the south west of units A-F enhances natural surveillance into the site from Anderson Road. If the site is not to be operated constantly throughout day and night and at weekends it may be advisable to incorporate speed reduction measures to prevent the site becoming attractive to youths in motor vehicles.

There should be lighting throughout the site provided by means of column mounted white down lighters to BS 5489:1996 Code of practice for outdoor lighting to include roads, footpaths and car parking areas.

Care should be taken to ensure that planting does not impede natural or formal surveillance (such as CCTV or patrolling). Planting should not provide potential hiding places and low growing thorny species would generally be recommended.

Given the relative remoteness of the area and its close proximity to the A14 consideration should be given to the provision of CCTV on the site with boundary treatment of fences sufficiently high and robust to deter unauthorised pedestrian access. 2.2m high weldmesh might be the minimum standard required.”

**Cambridgeshire Fire and Rescue Service**

33. Asks that adequate provision be made for fire hydrants by way of a condition or S106 agreement.

**Highways Agency**

34. No objections subject to the applicants agreeing to fund the provision of ‘Keep Clear’ road markings on the Cambridge Services/Trinity Foot roundabout, adjacent to the A14 westbound off-slip approach. This would be subject to agreement from Cambridgeshire County Council, as Local Highway Authority.

**Environment Agency**

35. States that the Council is expected to respond on behalf of the agency in respect of flood risk and surface water drainage related issues.

**36. Drainage Manager**

“1. The Flood Risk Assessment for the scheme is acceptable. Application should have surface water drainage condition that refers to a detailed scheme for disposal of surface water to be approved by Council’s Drainage Manager.

2. Bylaws

(a) No buildings, fencing, planting or other obstructions will be allowed within 5 metres of the top of the bank of the adjacent award drain.

Additionally, access for the Council's plant will be required at all times in the future.

- (b) The developers' proposals will necessitate higher levels of expenditure along the award drain due to the increased maintenance requirements associated with a developer site. A suitable maintenance contribution will therefore be required to cover this cost increase to the Council".

**Council's Ecology Officer**

37. "My comments from August do not appear to have been taken on board by the applicant.

I had previously raised concerns about the potential for impact on the adjacent ditch; are water voles present? In the absence of any surveys the buildings must not be allowed to be within 5m (preferably 10m) of the ditch in order to limit the amount of shading that would otherwise occur.

No habitat enhancements have been proposed. Two opportunities present themselves; to sensitively re-profile or deepen parts of the ditch in order to retain some ponded areas of water, and/or to manage the balancing pond that is just off of the site and is presently choked up with plants.

This application does not meet with the aims of PPS9 as such it currently causes me concern and more benefits for biodiversity should be negotiated.

I would not object if the following can be secured:  
Conditions must be used to secure a scheme of ecological enhancement (including nest box provision upon the buildings). Negotiations should be had regarding the management of the balancing pond."

**Council's Chief Building Control Officer**

38. "Site generally in area of no substantial flood risk however developers proposing to put in attenuation to green field rates and appears satisfactory if this is achieved – subject to suitable details".

**Local Highways Authority**

39. Comments are awaited

**Anglian Water**

40. Comments are awaited

**Waste Minimisation Officer**

41. "The refuse storage as shown is not suitable. In practice each unit will require its own container and therefore storage area, which may or may not be within the building. Access from storage areas must be via ramps i.e. no steps or kerbs. Storage areas should not be sited on road junction as per unit 6".

**Representations**

42. None

**Planning Comments – Key Issues**

43. The key issues are:

Location and Sustainability  
Mix of uses  
Traffic generation and highway safety  
Visual impact – design and landscaping  
Drainage and flood risk

44. The application is a departure from the Development Plan in that the proposal is for new buildings in the open countryside that are not essential for any recognised rural uses. However, material to the consideration of this proposal is the extant Outline Planning Permission for the site, renewed on 5<sup>th</sup> January 2005 for a period of 5 years (see details above).

***Mix***

45. The proposed floor area is within the upper limit, expressed in the Outline permission, in terms of the overall limit of 32,515m<sup>2</sup> gross floorspace. Existing floorspace on the business park totals approximately 18,133m<sup>2</sup>, the proposed is 11,800m<sup>2</sup> which would leave a remainder of 2,582m<sup>2</sup> if permission were granted.
46. The existing B2/B8 floorspace is approximately 7,707m<sup>2</sup> leaving a remainder available, under the Outline permission, of 421m<sup>2</sup>. The proposal would, if approved, result in a significant increase in this type of use (this cannot be calculated precisely as the application does not differentiate between B1(c) and B2 (light industrial/industrial)). The reason for this limit in the Outline permission was given as: “To accord with Policy E3 of the Approved South Cambridgeshire Local Plan 1993).
47. Policy E3 of the, now superseded, Local Plan 1993 allocated this site for B1 (offices and light industrial) employment uses only. The reason for this was given in the text to the policy:
48. “The emphasis in the Cambridge Sub-Area will be on high technology research and development and related industries which will be predominantly within the Business Class (B1) of the Use Classes Order. General industry and warehousing would be out of scale and character with many of the villages of South Cambridgeshire where, in some cases, modern farms are causing problems of noise, smell and other disturbance. However, such employment may be acceptable on a small scale, away from villages, by the conversion of redundant agricultural buildings (policy E10).

General industrial use may be more appropriate in that part of the District within the Ouse Valley Sub-Area where employment and other policies are less restrictive. This applies to the Local Plan proposals to extend the existing industrial areas at Gamlingay and Over, which are located well away from residential areas. However, other than for the re-location of Barwell International and its tenants from Swavesey village on adjoining land, the employment allocation at Swavesey, beside the A14, is unsuitable for general industry as a high standard of design and landscaping will be required on this important approach to the Cambridge area. This will also help to diversify the employment base of the Ouse Valley Sub-Area through the introduction of high technology firms “*spinning out*” from Cambridge”.

The emphasis here was on the need for a high standard of design and landscaping. These matters are dealt with below.

***Location and sustainability***

49. The principle of the further development of this site for employment uses is accepted through the granting of the Outline permission. With this principle is also the consideration of the location of this substantial business park in this rural location, sustainability of the Buckingham site to accommodate this type of development and the additional burden of traffic on the road network.
50. The application is made in Full and involves significantly greater B2/B8 uses than already approved. Hence the Council can revisit all of these issues but I am mindful that the Outline Planning Permission has been renewed relatively recently and that the Policy context is unchanged since that time save for the advancement of the Local Development Framework which does not significantly alter Policies in the Local Plan 2004. In addition the Highways Agency has confirmed that it has no objections. I therefore consider the proposal to be acceptable in terms of impact on traffic generation and I do not consider the greater proportion of B2/B8 uses to be any less sustainable than B1 and indeed Policy E3 of the 1993 Local Plan was only concerned with the quality of design and landscaping that these uses may not satisfy.
51. Development of this site as proposed would leave more land available to the east for a future proposal and indeed the road layout provides for access to this land at a future date.
52. A Reserved Matters application could be submitted on the original land available for development under the Outline permission i.e. excluding the 100m strip adj A14. However, the developers clearly have in mind a more 'efficient' use of the site by utilising the 100m strip now that it is no longer required for the A14 improvements. If approved, this proposal could open up more of the original Outline site than envisaged at the time of granting Outline permission and could lead to a significant increase in the size of this business park in this relatively remote location. However, the Council will have the opportunity to consider such a proposal if and when submitted and this current application should be considered on its merits.
53. Having considered that the proposal is acceptable in principle it falls to the detail.
54. I have two principal concerns, the density of the development and the visual impact including the design and landscaping.

***Density***

55. The reason for the upper limit on floorspace in the Outline Permission was given as: "To ensure that the density of development provides sufficient space about the buildings for landscaping to assimilate the development within the open countryside".
56. Development of the land that could go ahead under the Outline Permission (excluding the 100m strip) would be likely to result in a less dense development (using the permitted floorspace limits). I am concerned that this current proposal is more dense and would be more typical of an urban context. However, the developers have omitted four units from the original scheme to help address this (and the need for additional parking space) and on balance I consider it is how the site is perceived in its context that is important. To this end the important factors are, in order of

importance, the views into the site from the A14, from the existing estate road and from within the site itself.

***Visual Impact – design and landscaping***

57. The application is accompanied by a design and access statement. The design of the units is informed by the existing units on the business park which are predominantly brick and steel clad buildings with concrete service yards and block paving car parking areas. I consider the design to be largely in keeping with the existing buildings on the park and acceptable in this regard.
58. I am concerned that the buildings that are proposed to run alongside the A14, that are approximately 8.6m tall, will not be adequately screened with a bund of only 20m in depth from the A14 and that these will have a significant visual impact on this rural location. I have asked the developer to move these buildings back within the site or to locate them to the east of the site. However the developer is adamant that this is not possible. I have therefore asked the Landscape Design Officer to consider if appropriate measures could be taken to ensure the buildings can be adequately screened.
59. Following much discussion the developer has agreed to reduce the height of these buildings by approximately 1.5m (a combination of reducing their height and lowering the ground level), re-profile the bank, insert a 2m high retaining wall and plant mature trees. As referred to above this will satisfy the Landscape Design Officer but I am concerned that such measures are outside normal requirements and I would like to be sure that all landscaping details are agreed prior to issuing the permission should Members be minded to grant consent. I am hopeful that a full landscape scheme can be submitted soon and Members will be updated at the Meeting.
60. With regard to the impact on existing estate roads, through negotiation more green space on the northern side of the development has been negotiated than in previous schemes and I consider this to be adequate to assimilate the development into the visual context of the business park.
61. As referred to above, four units have been removed from the original scheme and whilst the development remains high density there are green spaces within it that will help to break up the hard appearance of the buildings.

***Highway safety***

62. With regard to Highway Safety I note that the Highways Agency has no objections. I have not received the comments of the Local Highways Authority and I do not anticipate any significant highway safety issues but Members will be updated at the meeting.

***Award Drain***

63. An award drain runs along the western flank of the site. It will be necessary for a 5m unplanted strip to be secured for maintenance of this drain. I have asked the developer to reposition the buildings on the western edge of the site further east to achieve this and for the proposed landscaping along the western boundary to be omitted. In addition this is required by the Council's Ecology Officer (see above comments) Members will be updated on this issue at the meeting.



***Flood Risk***

64. I am mindful of the comments of the Drainage Manager and the Chief Building Control Officer. I do not therefore consider the proposal represents a significant threat to flood risk provided appropriate controls are in place.
65. The maintenance contribution required from the developer referred to by the Council's Drainage Manager can be secured through bylaws and does not warrant a S106 agreement.

***Ecology***

66. I note the comments of the Council's Ecology Officer in relation to the need for a 5m strip adjacent to the ditch on the western boundary. As indicated above this is currently being negotiated and Members will be updated at the meeting.
67. With regard to the maintenance of the balancing pond off-site (to the north west) I agree that this would be desirable. However, as the balancing pond is not proposed to be utilised as a method of surface water control and it is not within the ownership or control of the applicants, I consider this is a matter to negotiate with the applicants but not to require unless its management does prove critical to the management of surface water on this site. Members will be updated at the meeting.

***Car Parking***

68. The application states that 232 parking spaces are provided broken down as follows:
- 108 for 3,228m<sup>2</sup> of B1 at 1 space per 30m<sup>2</sup>  
93 for 4,674m<sup>2</sup> of B1c/B2 at 1 space per 50m<sup>2</sup>  
31 for 3,116 of B8 at 1 space per 100m<sup>2</sup>
- I am satisfied that this provision is in line with the Council's maximum parking standards contained with the Local Plan 2004.  
Cycle provision is also provided.

***Recommendations***

69. Due to the principle of employment development at this site permitted by the outline planning permission and the nature of representations received, I do not consider the matter needs to be referred to the Secretary of State as a departure from the Development Plan.
70. Delegated approval/refusal subject to the prior submission of an acceptable detailed landscape scheme, the repositioning of buildings to allow a 5m strip adj. the award drain, consideration of bin storage issues and negotiations on ecological enhancement of the off site balancing pond and subject to safeguarding conditions to control materials, ensure local user (in line with Policy EM3), highway safety, green travel plan, landscape implementation, foul and surface water drainage, flood mitigation, ecological enhancement, prevention of direct access to the A14, restrictions on outside storage, safe storage of all fuel, oil, greases and chemicals, details of street lighting, the provision of temporary facilities during construction, removal of permitted development rights to change from B1 to B8 uses and provision and location of fire hydrants.

**Reasons for approval**

1. The development is not considered to accord with the Development Plan Policy P1/2 in regard to countryside development but the following material considerations are felt to outweigh that Policy objection in this case:  
  
Extant Outline Permission  
Landscaping  
Compliance with employment policies of the Development Plan
2. The development is not considered to be significantly detrimental to the following material planning considerations which have been raised during the consultation exercise:
  - Drainage and Flood Risk
  - Highway safety and traffic generation
  - Visual impact
  - Sustainability
  - Landscaping
  - Ecology

**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
- Local Development Framework Development Control Policies Submission Draft Jan 2006
- Planning Files Ref: S/2039/06/F, S/1337/06/F, S/1793/95/O and S/1268/04/F

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**SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL**

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**REPORT TO:** Planning Committee10<sup>th</sup> January 2007**AUTHOR/S:** Executive Director / Head of Planning Services

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**S/2104/06/F – GREAT SHELFORD****Residential Development (76 Affordable Units) Including Traffic Signals on  
Cambridge Road at Land off Cambridge Road for Circle Anglia****Recommendation: Delegated Refusal****Date for Determination: 29<sup>th</sup> January 2007 (Major Application)****Notes:**

**This Application has been reported to the Planning Committee for determination within the statutory 13 week period because it proposes affordable housing on an exception site outside a village framework in the Approved Development Plan.**

**Members will visit this site on Monday 8<sup>th</sup> January 2007**

**Site and Proposal**

1. The application site is a 1.8 hectare grass field lying outside the Great Shelford village framework and within the Green Belt and countryside. The site is located on the west side of the A1301 Cambridge Road and is bounded to the east by bungalows within Cambridge Road and Walnut Drive and to the north by properties within Westfield Road, including three bungalows built on backland plots that directly adjoin the site. The Great Shelford Rugby Club (comprising floodlit playing fields, a pavilion and associated parking) is located to the west of the site whilst, to the south, are further fields beyond which lie the rear gardens of dwellings sited within Stonehill Road and Cherry Trees. The land rises by approximately 1.5 metres from east to west and by some 0.5 metres from north to south. There is a ditch on the southern boundary of the site. Vehicular access to the site runs between 123 and 125 Cambridge Road and serves the Rugby Club and three residential properties (Nos. 125a, 125b and 125c Cambridge Road).
2. The full application, submitted on 30<sup>th</sup> October 2006, proposes to erect 76 affordable dwellings on the site, with associated parking and public open space, together with the provision of an upgraded access road and new signalled junction. The properties would be a mix of bungalows, and two and three storey properties, and would comprise the following mix:
  - a. 18 x 1 bed flats;
  - b. 12 x 2 bed flats;
  - c. 30 x 2 bed houses;
  - d. 2 x 2 bed bungalows;
  - e. 12 x 3 bed houses; and
  - f. 2 x 4 bed houses.
3. The density of the development equates to 42 dwellings per hectare. A total of 90 parking spaces are proposed (consisting of 64 spaces within car courts and 26 spaces within the curtilages of dwellings) as well as 30 cycle spaces (1 per flat).

The scheme also includes 938m<sup>2</sup> of public open space, to include two areas for children's informal play space (L.A.P) and equipped play space (L.E.A.P).

4. The three storey flats would be located away from existing residential properties at the southern end of the site fronting the access, and the two bungalows would be in the north-western corner adjacent to the bungalow at No.37 Westfield. Focal buildings would be provided at the end of each view into the site and car courts utilised to avoid garages within the street scene. The proposed dwellings would comprise a mix of gable and hipped roofs and utilise a combination of local materials, namely buff and red bricks, white render, and slate and brown tiled roofs. A 3 metre wide planting belt is proposed along the western boundary of the site.
5. The application has been accompanied by a number of statements covering the following issues – planning and sustainability, design and access, ecology, drainage and flood risk, noise, and transport.
6. The planning and sustainability statement explains that the housing needs survey conducted by the Council in 2004 identifies a need for at least 106 properties. 29 units have been approved at a site in Granhams Road but there are no other brownfield sites within the village that could meet all, or part, of the remaining need. As Great Shelford is tightly bounded by the Green Belt, it is argued that any exceptions site would require development on Green Belt land. The application site has been selected as it is considered to perform the best sequentially when compared to a number of other possible exceptions sites considered. The site is available, has an appropriate access that can facilitate junction improvements to serve the development whilst providing benefits to the Rugby Club and wider road network, is compatible with surrounding development, and can be incorporated into the landscape with least impact. Other sites considered, all of which are closer to the centre of Great Shelford than the current application site, are as follows:
  - a. Land between Stonehill Road and the cemetery – discounted as limited scope for access and significant impact on landscape;
  - b. Land adjacent to cemetery, northwest of 11 Cambridge Road – discounted as isolated from existing built development, out of keeping with character and pattern of development in the area, significant impact on landscape, area identified as key viewpoint in the Village Design Guide;
  - c. Land between Granhams Road and Macauley Avenue – Restricted vehicular access;
  - d. Land west of High Street – Difficult to integrate development into the landscape, north of site a key viewpoint;
  - e. Land east of Hinton Way and north of Mingle Lane – Vehicular access would necessitate demolition of a dwelling and Circle Anglia are not in a position to fund such a purchase;
  - f. Moores Meadow – Encroachment into open countryside;
  - g. South west quadrant – Site partly within Conservation Area, includes a number of key viewpoints, adjacent to recreation ground;
  - h. Cabbage Moor – Impact on countryside/Green Belt and out of keeping with character of development in the area, constrained access;
  - i. Land north west of Hinton Way – Key viewpoint, unacceptable encroachment into open countryside.

7. The transport assessment argues that the location of the site and local transport services available are such that future residents would have a choice of travel modes for trips to work, shopping and leisure purposes. The traffic generation of the development has been found to be fully capable of being accommodated without any adverse impact upon the surrounding road network. At present, there is poor visibility from the road and Scotsdales, the garden centre opposite, has high levels of queuing traffic. To allow safe access to the development and garden centre, traffic signals, including a controlled crossing, are proposed along Cambridge Road. The application also proposes to widen the existing Rugby Club access to 5.5 metres and to provide a 1.8 metre wide footway on the northern side of the improved access.
8. The Ecological Assessment states that, following a survey of the site, no habitat types of particular conservation interest were recorded.
9. The Flood Risk Assessment proposes the use of sustainable urban drainage techniques in order to manage run off.
10. Due to the proposed introduction of a signalled junction, an air quality assessment, relating to the impact on properties adjoining the access road and fronting Cambridge Road, is in the process of being carried out. In addition, a noise assessment has been undertaken and no mitigation measures considered necessary.

## **Planning History**

11. There is no recent planning history relating to the application site. In the 1970's, there were a number of applications for residential development on a site comprising the present application site and land to the south, all of which were refused (Refs: **C/0664/72/O**, **C/1749/73/F**, **C/0537/73/O** and **C/1763/73/O**). The outline applications were refused as the site was outside the development area and within the proposed Green Belt. The full application for 145 dwellings was refused for the above reasons as well as the following: density out of keeping with the character of the area, inadequate access/highway safety, and inadequacy of the sewage treatment facilities. Application references C/1749/73/F and C/1763/73/O were subsequently dismissed at appeal, with the Inspector commenting that the development of the site would result in the coalescence of Great Shelford and Trumpington and the loss of part of the proposed Green Belt. The Inspector did not comment further on the highway safety and sewage issues given the in principle objections to the development of the site.

## **Planning Policy**

12. **Policy P1/2** of the Cambridgeshire and Peterborough Structure Plan 2003 states that development in the countryside will be resisted unless the proposals can be demonstrated to be essential in a particular rural location.
13. **Policy P1/3** of the Structure Plan states that a high standard of design and sustainability will be required for all new development which minimises the need to travel and reduces car dependency. In addition development is expected to provide a sense of place which responds to the local character of the built environment.
14. **Policy P9/2a** of the Structure Plan limits new development within the Green Belt to that required for agriculture and forestry, outdoor sport, cemeteries or other uses appropriate to a rural area.

15. **Policy GB2** of the South Cambridgeshire Local Plan 2004 states that planning permission will not be granted for inappropriate development in the Green Belt unless very special circumstances can be demonstrated. Development is defined as 'inappropriate' unless it comprises (in part) affordable housing in accordance with the 'exceptions policy' where no suitable sites are available outside the Green Belt, and providing development accords with other policies in the Local Plan.
16. Great Shelford is identified within **Policy SE2** of the Local Plan as a Rural Growth Settlement, where development is expected to be sensitive to the character of the area and to the amenities of neighbours. In addition, regard must be paid to whether the village has the necessary infrastructure capacity.
17. **Policy HG8** of the 2004 Local Plan states that, as an exception to the normal operation of the policies of the Plan, planning permission may be granted for schemes of 100% affordable housing designed to meet identified local housing needs on sites within or adjoining villages providing the following criteria are all met:
  - (i) The proposal includes secure arrangements for ensuring that all the dwellings within the scheme provide affordable housing in perpetuity for those in 'housing need' as defined in Policy HG7;
  - (ii) The number, size, design, mix and tenure of the dwellings are all confined to, and appropriate to, the strict extent of the identified local need;
  - (iii) The site of the proposal is well related to the built-up area of the settlement and the scale of the scheme is appropriate to the size and character of the village;
  - (iv) The development does not damage the character of the village or the rural landscape.

The supporting text to this policy explains that national policy allows for the exceptional release of small sites. It also refers to PPG2 'Green Belts' which states that limited affordable housing may be appropriate within the Green Belt, and states: "However, given the nature of the Cambridge Green Belt, which is relatively small in extent, and the need to avoid prejudicing other strategic and local policies, the District Council will implement this policy with caution. Before planning permission is granted for such development, the District Council will have to be assured that no alternative appropriate sites can be found for the scale and type of development proposed and that the scheme fulfils all the criteria set out in this Council's policies, including those relating to the impact of new development on local surroundings."

18. **Policy HG10** of the Local Plan requires residential developments to contain a mix of units providing accommodation in a range of types and sizes.
19. **Policy CS13** of the Local Plan states that, in considering applications for development that might provide opportunities for crime, the Council will seek to ensure that appropriate consideration has been given to relevant aspects of design and layout to minimise the opportunities for crime and the circumstances where fear of crime would be increased.
20. **Policy HG/3** of the Draft Local Development Framework 2006 states, in part, that, in order to ensure sustainable communities, affordable housing will be distributed through development in small groups or clusters. The supporting text to this policy explains that affordable housing should be integrated with market housing and defines small groups or clusters as typically consisting of 6 to 8 units.
21. In addition, **Policy HG/5** of the LDF, which specifically relates to exceptions sites, requires sites to be well related to facilities and services within the village.

## Consultations

22. Comments from the following consultees have not been received to date. The consultation period does not expire until 19<sup>th</sup> December 2006 and any further comments received will be reported verbally at the Committee meeting:
- a. **Great Shelford Parish Council;**
  - b. **The Local Highways Authority;**
  - c. **The Trees and Landscape Officer;**
  - d. **The Ecology Officer;**
  - e. **The Environment Operations Manager;**
  - f. **Anglian Water.**
23. **The Chief Environmental Health Officer** raises no objections in principle but expresses concern on the grounds that problems could arise from noise and suggests that a condition be applied to any planning consent to restrict the hours of use of power operated machinery during the construction period. Due to the proximity of the proposed dwellings to the rugby club, the EHO advises that there is a possibility the Council will receive complaints regarding noise from sporting events. It would therefore be prudent to mitigate noise from the rugby club by adding a condition to any consent requiring the double glazing to have a thickness mis-match of at least 2mm and be separated by a gap of at least 12mm. With regards to the issue of lighting, the EHO has a record of only two instances (August 2003 and February 2004) where residents have raised concerns about floodlighting at the rugby club. It is acknowledged that the proposed dwellings will be closer to the Rugby Club than the majority of dwellings in the vicinity, but it cannot be predicted whether further concerns are likely. If complaints are received in the future, Environmental Health Officers would need to investigate it further to establish whether a statutory nuisance exists in respect of artificial light.
24. **The Housing Development Manager** raises no objections, advising that the mix and type of housing meet the needs for Great Shelford.
25. **The Building Inspector** advises that the conceptual drainage design and comments relevant to the Flood Risk Assessment appear to be acceptable. The soakaway design would need to be subject to on site percolation tests, whilst the drainage details are subject to confirmation of site levels.
26. **The Police Architectural Liaison Officer** advises that, although the layout shows some evidence of natural surveillance and defensible space, there are serious shortcomings that could jeopardise any subsequent application for a Secured by Design award, namely:
- a. Dwellings with on plot parking arrangements are generally preferred. Where communal parking courts are necessary they should be in small courts serving a maximum of 6-8 dwellings and be close to the dwellings served. The parking court for plots 39-49 serves 11 dwellings, for plots 50-64 serves 15 dwellings and for plots 66-76 serves 11 dwellings. The size of the parking courts provides a degree of anonymity for potential offenders, a situation not improved where more than one point of access is available such as through communal entrances in flats or via gates as between plots 41 and 44. Plots 66, 71, 72 and 73 have almost no ability to supervise their own parking spaces, whilst the parking courts for plots 39-49 and 66-76 are adjoining meaning that vehicles parked in some spaces can be used as climbing aids to move from one car park to another or to gain access to the roofs of stores 40-49. Uncontrolled access to parking courts

also increases the vulnerability of dwellings with rear gardens backing onto the courts, notably plots 65-76;

- b. The passage between plots 59 and 62 should be redesigned to remove a potential crime/nuisance generator;
  - c. The stores for plots 35-38 conceal the shared access to the rear gardens of plots 32-34 and provide a gathering area. Plots 32-34 have little natural surveillance over this area;
  - d. To enhance security, dwelling frontages should be open to view. The front doors to the bungalows on plots 27 and 28 are set back on the side elevations within car ports. Plots 8, 9, 22-26, 30-34, 40-43, 50-53, 72 and 73 also have front/communal door entrances in recesses or enclosed porches from 750mm to 1000mm deep. Recesses in front doors over 600mm deep should be avoided;
  - e. Access to the rear gardens of plots 4-9 should be controlled by the provision of lockable gates fitted between plots 4 & 5 and 7 & 8 as close as possible to the front build lines.
27. **The Cambridgeshire Fire and Rescue Service** raises no objections subject to adequate provision being made for fire hydrants, to be secured by way of a condition or Section 106 Agreement.
28. **The Environment Agency** advises that the site falls within Cell F11 (Floodzone 1 – Operational development 1-5 hectares) of the Standing Advice matrix. As such, this Council is required to comment upon the proposal in respect of flood risk and surface water drainage.

### **Representations**

29. Over 100 letters of objection have been received to date. These are predominantly from local residents in Great Shelford (over 60 objections) and Shelford Rugby Club supporters (over 20 objections), whilst a number of letters have also been received from people living in other parts of the District and Region. The main points raised are:

### ***Traffic and parking issues***

- a. This development, together with the Addenbrookes access road and planned southern fringe housing developments, would have a major impact on traffic volumes along Cambridge Road and result in an increase in traffic using the already busy lights at the Trumpington Road/Waitrose junction;
- b. The provision of traffic lights will upset the flow of traffic in Cambridge Road;
- c. Traffic/parking problems will spill over into Westfield Road and Stonehill Road, both of which are adversely affected when events/rugby matches are held at the Rugby Club;
- d. The proposal does not include sufficient car parking – less than 1.5 spaces per dwelling;
- e. The County Council's traffic projections are inadequate. In a traffic survey carried out in February 2006, the figure had exceeded the LHA's projections for 2008. The LHA's projections do not take account of planned developments in the city and the southern fringe, including 12,000 houses on the former Monsanto site and 2,500 houses on Clay Farm;



- f. The junction plans have not considered the impact of the huge increase in traffic on match and event days at the rugby club. Parking is a big problem on match and training days on the approach road, in adjoining roads and in the car park;
- g. Nos. 125 and 123 Cambridge Road will have problems turning right out of their properties towards Great Shelford;
- h. People would be reliant on cars as there are no local services and public transport is inadequate. There is no Sunday bus service;

### ***Services/Facilities***

- a. There are presently insufficient spaces in local schools for children in the village and some have to travel outside the immediate area. The local primary school is oversubscribed and the proposal will create even more demand for school places. New schools will be delivered as part of the developments in the southern fringe but these are not likely to be available within the timescale of this proposal;
- b. The houses are intended for low income families who would have a need for local amenities such as shops, health services or schools within walking distance. The village shops are 1.5 miles away;
- c. The health centre and dental practices are fully subscribed;
- d. There are no play areas for children, either on the estate or within walking distance. The nearest recreation ground is nearly 2 miles away. This would put pressure on the rugby club which will become an unofficial play area;

### ***Impact on rugby club and future residents***

- a. The proposal would result in housing sited close to the Rugby Club. This would lead to complaints from future residents on the grounds of noise and light pollution, thereby threatening the future of the rugby club. This is not just a local rugby facility but a major youth sports centre of regional significance. The pavilion is also used to hold a number of events;
- b. If future residents sign an agreement not to object to light/noise pollution from the rugby club, this would not be legally binding;
- c. Rugby club visitors, who currently park in the approach roads and sometimes on the application site itself, would be likely to park in the new development leading to conflict and to obstruction for emergency vehicles;
- d. There would be safety and security implications to the rugby club as a result of the proximity of this housing development;
- e. The rugby club is a non-profit making club. It is presently attractive to people due to its quiet location, well away from houses, and easy parking. These benefits would disappear resulting in less support and sponsorship, thereby threatening the future of the club;
- f. The rugby club has a right of way over the existing access and this has not been considered as part of the proposed access works;

### ***Impact on character of area***

- a. Three storey dwellings would be out of character with surrounding properties, the majority of which are bungalows. The character of this part of Shelford is low density small scale edge of village housing;

- b. Adjoining properties are subject to covenants limiting development to single storey only;
- c. An application for a two storey house at 11a Westfield was refused before permission was given for a bungalow;

***Residential amenity***

- a. The dwellings will overlook neighbours, including No.31 Westfield Road and No.3 Walnut Drive;
- b. The development would result in a loss of sunlight to No.3 Walnut Drive;
- c. There would be noise disturbance to properties in Westfield Road from parking spaces to the rear of plots 14-17;
- d. The access road will lead to a loss of amenity to existing residential properties on either side of the access road;

***Need for the development***

- a. An affordable housing scheme of this size is not required. The Parish Council believes the need to be around 20 units;
- b. The proposal would be contrary to Circular 06/98 (Planning and Affordable Housing) which states that local authorities should encourage the development of mixed and balanced communities in order to avoid areas of social exclusion. Great Shelford already has a large number of smaller cheaper houses but these are evenly distributed throughout the village and a good degree of social cohesion has been achieved;

**(Note:** Circular 06/98 has now cancelled by Planning Policy Statement 3 (PPS), Housing).

***Principle in the Green Belt***

- a. The Green Belt has already been considerably eroded in the southern fringe. The limited amount of Green Belt left should be protected;
- a. Sites in the Green Belt may exceptionally be released for small scale low cost housing schemes but this proposal is too large to meet the criteria in PPG2;

***Other***

- a. If approved, this application will set a precedent for the development of the adjoining land to the south;
- b. The addition of traffic lights will increase noise and air pollution due to higher level of stationary traffic;
- b. Previous applications have been refused on the grounds of inadequate sewers. These have not been upgraded since so that argument must still stand;

**Planning Comments – Key Issues**

- 30. The key issues to consider in the determination of this application relate to:

- i. The need for the development;
- ii. Relationship of site to local services/facilities;
- iii. Impact upon the character of the area;
- iv. Impact upon the landscape and Green Belt;
- v. Impact upon residential amenity;
- vi. Impact upon the Rugby Club;
- vii. Highway safety; and
- viii. Impact upon trees.

***The need for the development***

31. The site lies outside the Great Shelford village framework and within the countryside and Cambridge Green Belt, where the erection of housing is contrary to general planning policies. This proposal, however, is for a scheme of 100% affordable dwellings which has been put forward in response to a defined local need for low-cost housing and the proposal therefore needs to be considered in terms of the rural exceptions policy for housing (Policy HG8 of the Local Plan).
32. The Housing Development Manager has confirmed that this application, in terms of the mix and type of dwellings proposed, meets the defined affordable housing need in Great Shelford, and is therefore supportive of the application.
33. In Green Belt locations, planning policies state that affordable housing schemes can only be favourably considered where it can be demonstrated that no alternative non Green Belt sites are available. Great Shelford is entirely surrounded by Green Belt land and, to the best of my knowledge, there are no sizeable brownfield sites available within the village other than the site with extant permission on Granhams Road. Moreover under Local Plan 2004 Policy HG7, affordable housing will only be provided at approximately 30% of the number of dwellings within schemes of more than 10 dwellings on sites within the framework. It is therefore clearly not possible to meet the affordable housing need in Great Shelford without encroaching upon areas of Green Belt land.

***Services/Facilities***

34. The site lies at the northern extremity of Great Shelford. Although Great Shelford is a large village with an extremely good range of shops, services and facilities, the majority of these are located in the centre of the village (within the High Street and Woollards Lane), at least 1.5 kilometres to the south of the site. Emerging Policy HG/5 of the LDF requires exceptions sites to be well related to facilities and services within the village. At 1.5 kilometres away, I believe it is highly probable that the majority of residents within this development would drive rather than walk or cycle to the centre of the village. As such, I consider this site to be too isolated from Great Shelford to sustain a development of the scale proposed.
35. Policy HG/3 of the LDF requires the distribution of affordable housing throughout development in small groups or clusters typically consisting of 6 to 8 units, whilst the Government's PPS on housing aims to create mixed communities and to enable "small sites to be used specifically for affordable housing in small rural communities that would not normally be used for housing because, for example, they are subject to policies of restraint". The erection of 76 affordable dwellings in one location would be contrary to these aims and should therefore be resisted.
36. Within the accompanying planning and sustainability statement, a number of other possible exceptions sites around Great Shelford have been considered and discounted. All of these alternative sites are closer to the centre of the village, and better related to existing services and facilities, than the presently proposed

application site. I have not had an opportunity to consider each of these sites in any detail, although I do agree that the development of any land adjacent to key viewpoints should be strongly discouraged. Nevertheless, I am not convinced that the application adequately demonstrates that the application site is the only location where Great Shelford's affordable housing need can be satisfied. In particular, the site bounded by Hinton Way/Mingle Lane appears to offer some potential.

37. Many local residents have expressed concern about the lack of capacity within local schools and surgeries to cater for the demands of this development. The primary school, in particular, is presently full and I am aware that the County Education Officer, in responses to recent applications for housing in Great Shelford, has requested financial contributions towards the provision of primary school places. I therefore have serious concerns about the infrastructure capacity within the village and the pressure this development would place upon already over-stretched services.

***Impact upon the character of the area, landscape and Green Belt***

38. The application site is surrounded predominantly by bungalows. The proposal includes a mix of bungalows, and two and three storey (up to 11 metre high) properties. Whilst the palette of materials and design of the dwellings is generally in keeping with the character of Great Shelford, it is considered that the erection of three storey dwellings in this location would have a very harmful impact upon the character of the landscape and upon the openness of the Green Belt, and the application is therefore considered to be unacceptable in this respect.
39. With regards to the relationship of the dwellings to each other, the scheme proposes mainly gable ended buff/red brick and slate/tile properties. Six of the plots, however, (plots 14-19 inclusive) incorporate hipped roofs and, whilst reflective of the character of many properties within Cambridge Road and Great Shelford, appear incongruous within the context of this particular development scheme.
40. In my opinion the scale of the development does not comply with Government and Local Plan Green Belt Policies aimed at providing limited affordable housing development on small sites.

***Residential amenity***

41. There are a number of bungalows directly abutting the application site, notably Nos. 11a, 31 and 37 Westfield to the north, and Nos. 125a-c Cambridge Road, and 2 & 3 Walnut Drive to the east. Single storey dwellings are proposed in the north-western corner of the site, adjacent to No.37 Westfield Road, and I am satisfied that the occupiers of No.37 would not suffer undue harm by reason of loss of light/overlooking etc. Nos. 11a and 31 Westfield Road, however, would, in my opinion, be seriously overlooked by the proposed dwellings. The distance between the proposed two storey dwelling on plot 22, which has first floor bedroom windows in its north elevation, and what appears to be a ground floor dining room window in No.31's south elevation, would be just 14 metres. In addition, there is only 15-16 metres between Plot 11's first floor rear bedroom windows and windows serving a bedroom and kitchen within the south elevation of No.11a Westfield Road. Whilst occupiers of the properties to the east would suffer some degree of overlooking, there would be a distance of nearly 30 metres between opposing windows, and I therefore do not consider the impact to be sufficiently harmful to substantiate a refusal of the application on this basis.
42. I am satisfied that occupiers of dwellings in Westfield Road would not suffer undue noise and disturbance from the parking court serving Plots 14 –17. In addition, there

would not be a serious loss of sunlight to No.3 Walnut Drive, which is located some 30 metres away from the two storey dwelling proposed to the west.

***Amenities of future residents/ viability of the Rugby Club***

43. Much concern has been raised within responses received to date about the proximity of the development to the Rugby Club and the likelihood of complaints from future residents about noise, traffic and light pollution from the Rugby Club's activities. The Chief Environmental Health Officer has expressed concern about noise disturbance to future residents but considers that this could be overcome by way of a condition relating to the type of double glazing used.
44. Of greater concern, is the Environmental Health Officer's response regarding future complaints about the floodlighting and the reference to legislation that would enable action to be taken if a statutory nuisance was proven to exist. Given that complaints of this nature could seriously curtail the Rugby Club's activities, support should not be given to the application unless it can be clearly demonstrated that residents would not suffer undue disturbance from the existing floodlighting. My opinion is that any development on this site should be sited much further away from the Rugby Club (notably the car park, floodlit playing fields and the pavilion) with space allowed for a significant belt of planting between the two.

***Highway safety/ Parking Issues***

45. The comments of the Local Highways Authority, in respect of the proposed junction improvements, access works and site layout, have not been received to date and will be reported verbally at the Committee meeting.
46. With regards to the issue of parking, the site proposes 76 dwellings and just 90 parking spaces, a ratio of just under 1.2 spaces per dwelling. To comply with this Authority's parking standards, 1.75 spaces per dwelling (namely 1.5 resident spaces and 0.25 visitor spaces per dwelling) should be provided, resulting in a requirement for 133 spaces. The number of car parking spaces provided clearly falls well short of this number and the proposal is therefore likely to result in on-street parking, as well as pressure for parking within the approach road and surrounding roads, such as Stonehill Road and Westfield Road, both of which already have serious on-street parking problems.

***Security Issues***

47. The Police Architectural Liaison Officer has raised many concerns about the layout, particularly in respect of the central area of the development and the size of the parking courts to the rear of plots 39-76. A number of the changes recommended by the PALO, such as the provision of on-plot parking spaces throughout the development, would have serious consequences for the design of the scheme. However, the size of the parking courts, the proximity of adjoining parking courts and the proximity of parking spaces to sheds are all problems that should be designed out of any residential scheme.

***Impact on trees***

48. There are no trees on the application site itself. However, there are a number of protected trees within the front garden of No.125 Cambridge Road, one of which is close to the south-eastern corner of that property and has not been shown within the application. The proposed access works would fall under the canopy of this tree and I am therefore awaiting the comments of the Council's Trees and Landscape Officer in respect of this issue.

**Conclusion**

49. It is considered that the harm caused by the scale and extent of this particular proposal outweighs the benefits of bringing forward affordable housing, for which a need has been identified in Great Shelford.

**Recommendation**

50. Delegated powers are sought to refuse the application for the following reasons: (Summarised)
1. The application has not demonstrated to the Authority's satisfaction that Great Shelford's affordable housing needs must be accommodated on this site and that no suitable alternative sites are available, contrary to Policy HG8 of the 2004 Local Plan;
  2. The number of affordable dwellings proposed in one location is contrary to the aims of PPG2 and Policy HG8 of the Local Plan, which seek to protect the Green Belt, and to Policy HG/3 of the LDF which, in order to achieve mixed, balanced and sustainable communities, seek to ensure that affordable housing is delivered in small clusters, typically consisting of 6-8 dwellings;
  3. The site is isolated from and not within easy walking distance of the services and facilities within the village, contrary to Policy P1/3 of the Structure Plan and to the aims of Policy HG/5 of the Draft Local Development Framework 2006;
  4. Lack of infrastructure capacity, particularly within the local primary school, to cater for the demands of the development, contrary to Policy SE2 of the 2004 Local Plan;
  5. The proposed three storey dwellings would be unduly prominent and have a harmful visual impact upon the surrounding landscape and upon the openness of the Green Belt, contrary to Policies P1/3 of the Structure Plan and SE2, GB2 and HG8 of the Local Plan;
  6. The design of the hipped roof dwellings proposed on plots 14-19 inclusive does not relate well to the design of the remaining properties, contrary to Policies P1/3 of the Structure Plan and SE2 and HG8 of the Local Plan;
  7. Overlooking of Nos. 11a and 31 Westfield from Plots 11 and 22 respectively – contrary to Policy SE2 of the 2004 Local Plan;
  8. By virtue of the design and layout of the scheme, particularly the size of the parking courts, the development provides opportunities for crime, contrary to Policy CS13 of the South Cambridgeshire Local Plan 2004;
  9. The application fails to demonstrate that the amenities of future residents would not be unduly harmed by floodlighting at the existing Rugby Club, and that the development would not be likely to result in complaints from future residents, thereby potentially curtailing future activities at the Rugby Club and ultimately threatening the viability of this important local and regional facility;
  10. The proposed development provides just 90 parking spaces for 76 dwellings, well short of the 133 spaces required by the parking standards set out within Appendix 7/1 of the 2004 Local Plan;

**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 File Refs: S/2104/06/F, C/0664/72/O, C/1749/73/F, C/0537/73/O and C/1763/73/O

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**SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL**

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**REPORT TO:** Planning Committee10<sup>th</sup> January 2007**AUTHOR/S:** Executive Director / Head of Planning Services

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**S/2065/06/F - WILLINGHAM****Alterations and Change of Use of Residential Annexe to a Separate Dwelling  
at 3 High Street for Mr & Mrs R Kloek****Recommendation: Delegated Approval****Date for Determination: 27<sup>th</sup> December 2006****Notes:**

**This Application has been reported to the Planning Committee for determination because the Parish Council objection does not accord with the Officer recommendation.**

**Site and Proposal**

1. No. 3 is a two-storey, detached dwelling that is set approximately 16m back from the footway in the High Street. The vehicular access serving the property is located to the south-west side of the main dwelling, adjacent to the occupier's Rug Shop business, which is located in a single storey structure immediately adjacent to the drive. The amenity areas on the plot are laid out largely to gravel and hard standing (patio). The southern boundary of the site is made up of the Rug Shop structure and a brick wall that measures approximately 2m tall, adjacent to 5 High Street. The boundaries to the north and east (side and rear) consist of 1.8m high close-boarded fencing. The application site, located to the rear (east) of the main dwelling, contains a single storey annexe structure and a further single storey structure, which serves as garage and storage accommodation. The application site measures 21m along its southern boundary, 17m along its northern boundary and 27.2m along its eastern boundary. The north-east boundary of the application site includes an existing gated access, which opens out onto the Saxon Way estate. Beyond the east (rear) boundary are located 2 storey dwellings that front onto a private drive in the Saxon Way estate. The dwelling located immediately adjacent to the boundary (53 Saxon Way) has two obscure glaze windows at first floor in the elevation facing the application site.
2. This full application, received 23<sup>rd</sup> October 2006, as amended by letter dated 21<sup>st</sup> November 2006, amended certificates and plans franked 6<sup>th</sup> December 2006, proposes some alterations to the existing single storey annexe that is located to the rear of the main dwelling at no 3, including the addition of a third bedroom at ground floor level, and the permanent subdivision of the land shared by the two structures to change the existing annexe into an independent dwelling. The newly created separate dwelling would be accessed via Saxon Way, using an existing gated opening.
3. The density equates to 18 dwellings/hectare.

### Planning History

4. **S/1545/06/F** – application for change of use of residential annexe into separate dwelling. Application was withdrawn at the applicant’s request in order to address issues concerning accuracy of submission.
5. **S/1760/89/F** – consent was granted for the erection of a granny annexe. The permission included a condition requiring the permanent provision of parking and turning spaces and was further subject to the terms of a Legal Agreement (dated 5<sup>th</sup> March 1990) which restricted the use of the annexe to use by family members and precluding its occupation as a separate unit of accommodation.
6. **S/1496/88/F** – application refused for the erection of a granny annexe on the grounds that the proposal created a separate free standing unit of residential accommodation in a location where the relationship between the new unit and the rear garden of the existing dwelling is sub-standard and where the existing access would be unsuitable for two dwellings. This application preceded the Saxon Way development.
7. **S/0942/88/F** – see **S/1496/88/F**.

### Planning Policy

8. **Policy SE2** of the South Cambridgeshire Local Plan 2004 (“The Local Plan”) states that Willingham has been selected as a Rural Growth Settlement (RGS). Residential development and redevelopment will be permitted on unallocated land within village frameworks of RGS provided that (a) the retention of the site in its present form is not essential to the character of the village; (b) the development would be sensitive to the character of the village, local features of landscape or ecological importance, and the amenities of neighbours; (c) the village has the necessary infrastructure capacity; and (d) residential development would not conflict with another policy of the Plan, particularly policy EM8. Development should provide an appropriate mix of dwellings in terms of size, type and affordability and should achieve a minimum density of 30 dph unless there are strong design grounds for not doing so.
9. **Policy SE8** of the Local Plan states that there will be a general presumption in favour of residential development within village frameworks (as defined on the Inset Maps) where this is also in accordance with policy SE2.
10. **Policy HG11** of the Local Plan states that development to the rear of existing properties will only be permitted where the development would not: (1) result in overbearing, overlooking or overshadowing of existing residential properties; (2) result in noise and disturbance to existing residential properties through the use of its access; (3) result in highway dangers through the use of its access; or (4) be out of character with the pattern of development in the vicinity.
11. **Policy P5/5** of the Cambridgeshire and Peterborough Structure Plan 2003 (“The County Structure Plan”) permits small-scale housing developments in villages only where appropriate, taking into account of inter alia, the character of the village and its setting.

### Consultation

12. **Willingham Parish Council** recommends refusal and comments “Parish Council members are unwilling to agree to a variation of S52, under which permission for the original conversion was given only for use by members of the applicant’s family, and

which the WPC Planning Committee previously opposed in the anticipation that precisely such a variation would be sought in due course. They are not convinced that the proposed change of access from the High Street to Saxon Way is appropriate. They are also unclear as to the proposed use of the other building within the curtilage of the proposed new dwelling, which is currently a 3-car garage for the existing main dwelling. They have requested clarification as to the intended use of this building.”

13. **Local Highway Authority** comments “I note that it is proposed to erect a wall along the entire length of the north western boundary of the site. In view of this proposal, which will prevent vehicular access direct to the High Street, I have no objections to the scheme as presented.”
14. Responses to amendment consultations are outstanding at the time of preparing this report and will be reported verbally to Committee.

### **Representations**

15. Representations have been received from the owner/occupiers of 53 and 55 Saxon Way. The following concerns/comments were raised:
  - (a) Garage/Bungalow (subject to planning permission) as advertised by Tylers – not on site location plan.
  - (b) Safety of access point – blind spot. Also building that is not on location plan makes vehicular movement more difficult – angle of manoeuvre will restrict clear view out, putting children at risk.
  - (c) Proposed access is directly behind two parking spaces serving 53 Saxon Way – proximity very close to areas where children will be circulating. 6ft border fence would obscure view of children for vehicles using new access.
  - (d) Parking could be an issue – no spare spaces for visitors.
  - (e) Why not share access onto High Street.
  - (f) Is applicant prepared to pay maintenance to other owners of shared drive?
  - (g) Annexe, when consented, was restricted to use by family members only – why should this change now?

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

#### ***Pattern of Development***

16. The site is located at the heart of the village settlement in an area where the pattern of development is mixed, with some backland plots in evidence and the Saxon Way estate also being set to the rear.
17. The existing annexe, although a backland site as a new dwelling, would front Saxon Way, as do the houses in Saxon Way that are also served by the private drive onto which access is proposed. Given the existing site arrangement, 3 High Street, once separated from the application site would continue to benefit from a sufficient level of parking and amenity space such as serve the dwelling and the adjacent rug shop. The application site, as existing, is a residential annexe and therefore constitutes a brownfield site within the village framework. Furthermore the previous refusals for an annexe at this site pre-dated the Saxon Way development. It is therefore my opinion that the retention of the site in its present form, as an annexe to no. 3 High Street, is

not essential to the character of the village, nor would development of the site be out of character with the pattern of development in the area or relate poorly to the existing Saxon Way environment.

18. Although the development would equate to a density below the stated requirement in Policy SE2 of the Local Plan, I consider that restrictive layout and the location of the proposed access in front of 53 Saxon Way would mitigate against the need to comply with this aspect of the policy.

### ***Highway Safety***

19. The Local Highways Authority, at the time of the withdrawn application, S/1545/06/F, recommended that the site be accessed via Saxon Way. This has been proposed in the current scheme, to be achieved via an existing gated access in the north-eastern corner of the application site. Whilst the access would cross the end of the driveway serving 53 Saxon Way, the relationship is broadly the same as that between the dwellings at 49, 51, and 53 Saxon Way and their method of accessing the highway. The existing 1.8m boundary fence partly restricts views out of the access, but given that this is an existing access, and that sufficient space exists within the site to ensure that vehicles will enter and leave the site in a forward gear, I am of the opinion that the situation would not be unduly exacerbated by granting permission for change of use. Should members be minded to approve the application a condition has been recommended below requiring the permanent boundary treatment between the existing and proposed dwellings to be constructed prior to the occupation of the dwelling to ensure that the new dwelling is served from the Saxon Way access, in the interests of highway safety.
20. With regard to parking facilities, the site has been illustrated as benefiting from 3 car parking spaces. Furthermore, addressing the neighbour and Parish Council's concerns with regard to the intended use of the existing outbuilding, the applicant's have indicated that the structure, which is located adjacent to the access, will also continue to provide car parking facilities, as well as storage. The space within the site would not lend itself to further separation of the occupation of this structure from the use of the proposed dwelling. Any material change of use would require the submission of a planning application. The level of parking provision exceeds the standards set out in Appendix 7/1 of the Local Plan.
21. The neighbours' concerns/comments regarding the up-keep of the private drive would be a civil matter and would therefore fall outside of the control of planning legislation.

### ***Residential Amenity***

22. By virtue of the existing annexe and extension being single storey, I do not consider that the change in use of the structure will unduly affect the amenities of the neighbouring dwellings in terms of loss of light, privacy or overbearing impact. Furthermore, considering that the land serving the proposed dwelling is existing garden land serving the annexe, although detached from the main curtilage of 3 High Street, and given that the proposed dwelling will largely be in scale with the existing annexe, it is unlikely that the resultant dwelling would unduly affect the amenity of neighbouring dwellings by virtue of increased activity.

### **Status of Section 52 Agreement**

23. Addressing the Parish Council's comments regarding the S.52 legal agreement, this planning application would not formally remove the legal obligation requiring the occupation of the unit by family members only. Should members be minded to approve the planning application the applicants would need to separately apply to the Local Planning Authority to modify or discharge the relevant obligation. Any relevant planning consent would then be materially considered as part of this separate process.

### **Recommendation**

24. Approve (as amended by letters, plans date stamped 21<sup>st</sup> and 29<sup>th</sup> November 2006 and ownership certificates dated 29<sup>th</sup> November 2006) subject to the following conditions:
1. Standard Condition A – Time limited permission (Rc A);
  2. Sc19 – External materials to match existing; (Rc19);
  3. Sc60 – Details of boundary treatment (Rc60);
  4. Prior to the occupation of the dwelling, hereby permitted, the boundary wall between the application site and the dwelling at 3 High Street shall be erected and thereafter permanently maintained. (Reason – To prevent the creation of an additional access on to High Street, 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) and  
**P5/5** (Homes in Rural Areas)
  - **South Cambridgeshire Local Plan 2004:**  
**SE2** (Development in Rural Growth Settlements),  
**SE8** (Village Frameworks) and  
**HG11** (Backland Development)
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 and overlooking issues
  - Highway safety
  - Pattern of Development

**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 File Ref: S/2065/06/F, S/1545/06/F, S/1496/88/F, S/0942/88/F and S/1760/89/F

**Contact Officer:** Michael Osbourn – Assistant Planning Officer  
Telephone: (01954) 713379

**SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL**

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**REPORT TO:** Planning Committee10<sup>th</sup> January 2007**AUTHOR/S:** Executive Director / Head of Planning Services

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**S/2031/06/F - OVER  
Dwelling Adjacent 44, New Road for Mrs P Mitchell****Recommendation: Delegated Approval****Date for Determination: 12<sup>th</sup> December 2006**

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

**Site and Proposal**

1. The site, which has an area of 0.17 hectare, is located on the south western fringe of the village. It is at present in use partly as side garden to No. 44, and partly as agricultural rough grass to the rear. No.44 is a single-storey dwelling. To the east, the site is adjoined by No. 40, New Road, also a single-storey dwelling but with rooms in its roof space. The boundary with No.40 is marked by a garage and a glasshouse.
2. This full application, dated 1st October 2006, proposes the erection of a 3-bedroom detached dwelling with parking on the frontage. Amended plans received 30th November show the dwelling to be set back 8.0m from the frontage to allow for parking and manoeuvring of vehicles, and to be set behind the building line formed by Nos 40 and 44. A reduction to the height of the rear elevation has also been made. The dwelling is designed as a chalet bungalow, having dormer windows in the front elevation, and a ridge height of 6.3m. A glazed porch on the side of No.44 is shown to be removed to facilitate the siting of the new dwelling. External materials are to be soft red brick with light mortar joints, and buff clay tiles (small). There will be no change to existing site levels.
3. The proposal includes an increase in the garden area to include part of the parcel to the north. This has a depth of 18m and an area of 0.09ha, and includes land at the rear of No.40. With this extra garden area, the density of development is 6.0 dwellings per hectare. The combined density of the existing and proposed dwellings at No.44 is 8.4 dph.

**Planning History**

4. Planning permission for the erection of the existing dwelling at No.44 was granted on appeal in 1983 (**S/0391/82**). The current occupier has submitted for a Lawful Development Certificate for the current application site and the parcel to the north to be declared as garden land to the bungalow (**S/2273/05/LDC**). This application is pending.

## Planning Policy

### *Cambridgeshire and Peterborough Structure Plan 2003*

5. **P1/1** (Approach to Development) – provision of development within settlements will be preferred over the use of land outside the settlement.
6. **P1/3** (Sustainable Design in Built Development) A high standard of design and sustainability for all new development will be required which responds to the local character of the built environment.
7. **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.

### *South Cambridgeshire Local Plan 2004*

8. **SE3** (Limited Rural Growth Settlements)- development up to a maximum scheme size of 30 dwellings will be permitted within the village framework provided that:
  - i) The retention of the site in its present form is not essential to the character of the village;
  - ii) The development would be sensitive to the character of the village, local features of landscape or ecological importance, and the amenities of neighbours;
  - iii) The village has the necessary infrastructure capacity; and
  - iv) Residential development would not conflict with another policy of the plan, particularly policy EM8.

Development should provide an appropriate mix of dwellings in terms of size, type and affordability and should achieve a minimum density of 30 dph unless there are strong design grounds for not doing so.

9. **SE8** (Village Frameworks) of the Local Plan states that there will be a general presumption in favour of residential development within the frameworks of villages.
10. **SE9** (Village Edges) development on the edge of villages should be sympathetically designed and landscaped to minimise the impact of development on the countryside.
11. **EN3** (Landscaping and design standards for new development in the countryside) – where new development is permitted in the countryside the landscaping works shall be appropriate to the particular landscape character area and reinforce local distinctiveness wherever possible.

## Consultations

12. **Over Parish Council:** Recommendation of refusal, commenting that: 'Change of use from agricultural to residential in this area will encroach on the open area behind the site. Red bricks would also be inappropriate and not in keeping with the other dwellings on this side of New Road.'
13. **Chief Environmental Health Officer:** No objection.
14. **Local Highway Authority:** Prior to the application being amended, the LHA required the dwelling to be set back by 2.0m to facilitate vehicles turning within the site, and



the access width being limited to 3.0m – 3.5m to encourage turning on site. To the amended layout plan received 30<sup>th</sup> November 2006, the LHA notes that parking, turning and access have not been shown, nor has the access width been reduced.

### **Representations**

15. **40 New Road:** Objection for the following reasons:
- (a) The development is not in keeping with any other property in New Road.
  - (b) Bedroom 3 velux-type window will overlook their garden. The repositioning of the dwelling by 2m in the amended plan will make this overlooking even worse.
  - (c) The proposed dwelling has a ridge height greater than either No.40 or 44.
  - (d) Not a single-storey dwelling. Previously planning officers have said that only a single-storey dwelling would be permitted.
  - (e) Over-development of the site.
16. **37 New Road :** Objection for the following reasons:
- (a) Size of the dwelling is significantly larger than any other property in New Road.
  - (b) It is a two-storey dwelling amongst single-storey properties.
  - (c) Windows in the front elevation will look directly into living rooms and front bedrooms, causing loss of privacy and loss of visual amenity.
  - (d) The proposed dwelling is near a traffic calming area that could cause danger to road users during the building process.
  - (e) Only two parking spaces are shown. If the occupiers have more cars than this, or have visitors, on-street parking will give rise to traffic dangers close to the traffic calming. There will be no capacity to increase parking provision once the dwelling is complete.
  - (f) The red brick, whilst reflecting the colour of houses opposite and further up New Road, is going to stand out between two pale-bricked properties.
  - (g) The site would be more suited to a 3-bedroomed chalet-style bungalow in light coloured bricks.

### **Planning Comments**

#### ***Height, design and appearance***

17. The agent has supplied drawings to show the dwelling in context with Nos 40 and 44 when viewed from the site frontage and when entering the village along New Road from the west. This indicates that, with a ridge height of 6.3m, the proposed dwelling will be the same height as No.40, and 1.3m higher than No. 44. The dwelling will be set back a little further from the road than either of these dwellings, and will have a low eaves height to match that of No.40. I consider that the scale and appearance of the proposed dwelling will not look out keeping in the street scene.
18. The use of red brick as an external facing material has been raised by the Parish Council and residents as a matter of concern. The design shows that, when viewed from New Road, walls will be visible only on the ground floor. As there are several examples of dwellings in red brick in the vicinity, I do not consider that the use of this

facing material will appear to be out of keeping with the appearance of other development in New Road.

***Highway Aspects***

19. Concern has been raised by the Highway Authority about the provision of adequate turning area within the site and the over-large size of vehicular access. The amended layout plan, whilst considerably improving this aspect, does not demonstrate clearly enough that turning will be possible on site. Unless suitably amended plans are received prior to Committee considering this application, I recommend that delegated authority be granted to resolve these matters.
20. I note the concerns of one resident about the provision for car parking. As the proposal to provide two parking spaces complies with current maximum standards, I consider that highway safety requirements will be met in this respect.

***Residential Amenity***

21. The amended elevations show a lower rear wing, which will reduce the potential for an overbearing impact on the rear garden of No.44. The concerns about overlooking expressed by the adjoining occupier are noted. The roof lights to bedroom 3 are shown to be 2.5m from the boundary. Although this boundary is at present screened by a garage and a glasshouse, in the future overlooking may be possible unless a minimum sill height of 1.5m above first floor level is required as a condition of any consent issued.
22. The dwelling opposite the site, No. 37, has a window-to-window distance of 30m from the proposed dwelling, with the carriageway and pavements of New Road between. I do not consider that this gives ground for refusal of planning permission by reason of loss of privacy to the occupiers of this property.

***Additional Garden Area***

23. The inclusion of 0.09ha of land to the rear as garden represents a modest extension to the garden area that will not have a significant impact upon the appearance of the countryside. However, I do agree with the Parish Council that the land is open, albeit set back from the road. If planning permission is granted, suitable screen planting should be provided on the open western boundary.

***Recommendation***

24. Delegated Approval, as amended by drawings Nos. 2006-001-01 Rev P7 and 2006-001-02 Rev P7 received 30<sup>th</sup> November 2006, subject to receipt of suitably amended layout plan to the satisfaction of the Local Highways Authority, and to the following conditions:
  1. Standard Condition A – Time limited permission (Reason A);
  2. Sc5a – Details of materials for external walls and roofs (Rc5aai);
  3. Sc51 – Landscaping (Rc51);
  4. Sc52 – Implementation of landscaping (Rc52);
  5. Sc60 – Details of boundary treatment (Rc60);
  6. Sc22 – Windows at first floor level in the east elevation of the development shall have a minimum sill height of 1.5m above first floor level and shall thereafter be maintained at that height (Rc22).

+ any conditions required by the Local Highways Authority

**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:**  
**P1/1** (Approach to Development)  
**P1/3** (Sustainable Design in Built Development)  
**P5/5** (Homes in Rural Areas)
  - **South Cambridgeshire Local Plan 2004:**  
**SE3** (Limited Rural Growth Settlements)  
**SE8** (Village Frameworks)  
**SE9** (Village Edges)  
**EN3** (Landscaping and design standards for new development in the countryside)
  
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 overlooking issues
  - Highway safety
  - Visual impact on the locality

**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/2031/06/F, S/2273/05/LDC and S/0391/82/F

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**SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL**

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**REPORT TO:** Planning Committee10<sup>th</sup> January 2007**AUTHOR/S:** Executive Director / Head of Planning Services

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**S/2070/06/F - CROXTON****Removal of Condition 1 of Planning Permission S/2580/04/F to Allow for  
The Permanent Retention of Portable Building  
at Whitehall Farm for Cambridge Coatings Ltd****Recommendation: Approval****Date for Determination: 22<sup>nd</sup> December 2006****Notes:**

**This Application has been reported to the Planning Committee for determination because the Officer recommendation does not accord with the Parish Council objection to permanent consent.**

**Site and Proposal**

1. The Whitehall Farm industrial estate measures approximately 2.6ha and contains a former farmhouse and several warehouse/office buildings. It is situated at the junction of the A428 Trunk Road and C182, to the west of the village of Croxton. Positioned in the north-western corner of the site, in front of an existing warehouse unit, is located a single storey portable building, measuring 12.3m long, 8.8m wide, and 3.2m in height. Adjacent to the northern site boundary is located strong, mature landscape belt that screens the site from the surrounding countryside.
2. This full application, received 27<sup>th</sup> October 2006, proposes the permanent retention of the portable building, which benefits from a temporary consent at the time of writing this report (which will expire on 31<sup>st</sup> December 2006), to provide a canteen, rest room, toilet and changing facilities for the employees of Cambridgeshire Coatings Ltd, who work in the adjacent warehouse building.

**Planning History**

3. **S/2580/04/F** – temporary consent granted for period of 2 years for siting of portable building to be used as a toilet, disabled toilet, washroom area and canteen.

**Planning Policy**

4. **Policy EM6** of the South Cambridgeshire Local Plan 2004 (“The Local Plan”) states that on suitable brownfield sites next to or very close to the village frameworks of RGS and LRGS, planning permission will be granted for smallscale development in classes B1 – B8 provided that: (a) there would be no adverse impact on residential amenity, traffic conditions, village character and other environmental factors, and (b) the development would contribute to a greater range of local employment opportunities, especially for the semi-skilled and unskilled, or where initial development is dependent on the use of locally-based skills and expertise.

5. **Policy EM7** of the Local Plan states that development for the expansion of existing firms within village frameworks or on suitable brownfield sites next to or very close to the village frameworks will be permitted subject to the provisions of Policy EM3 and EM6. A firm or business will be considered as “existing” if a significant element of its operations has been based in the Cambridge Area for a minimum of two years prior to the date of any planning application for development.
6. **Policy P1/2** of the Cambridgeshire and Peterborough Structure Plan 2003 (“The County Structure Plan”) states that inter alia development will be restricted in the countryside unless the proposals can be demonstrated to be essential in a particular rural location.
7. **Policy P2/2** of the Structure Plan states that inter alia development will be located so as to maximise the use of previously developed land and buildings.

#### **Consultation**

8. **Croxton Parish Council** recommends refusal and comments “the Parish Council objects to the proposal for the permanent retention of the portable building as by definition permission should not be granted to what is a temporary building. However, the Parish Council has no objection to a further temporary permission being granted (3 years).”
9. **Chief Environmental Health Officer** comments “I conclude there are no significant impacts from the Environmental Health standpoint.”
10. **Environment Agency** – makes no comment.

#### **Representations**

11. No representations have been received.

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

12. The applicant is proposing to permanently retain the portable building as it provides an essential health and safety function for staff operating in the adjacent warehouse unit. According to the submitted details, a risk inspection was undertaken in June 2006, which identified a need to provide suitable washing and changing facilities for staff, as well as a place for employees to eat meals where there would be no risk of contamination. The risk inspection report went on to advise that the existing production and storage buildings are unsuitable for this role. Furthermore, according to the submitted information, failure to provide these facilities would place the company in breach of the legal requirements imposed by the Health and Safety Executive. The Council’s Environmental Health officer has stated that there are no significant impacts from the proposed development from an environmental health standpoint. Given the applicant’s apparent essential need for these facilities, I am of the opinion that the proposed development would therefore not be contrary to countryside policies within the development plan.
13. Although the structure, the subject of this application, is portable, the site is well screened from external views. The structure would only be visible from within the industrial estate. Typically temporary consent would be considered preferable for portable buildings visible from public views and where they would detract from the character of an area were they to deteriorate. However, given that the site is screened from external views, no adverse impact on the character and appearance of

the countryside would arise should the building fall into disrepair. Furthermore, given the applicant's essential need to provide the facilities contained within the structure, it is in their interests to maintain the building. Given the essential need identified, it would be reasonable to impose a Condition requiring the removal of the unit if it was no longer occupied by the applicant company.

14. Given the applicant's essential need for the services provided by this structure, the fact that the current temporary consent for the portable building expired on the 31<sup>st</sup> December 2006 and the Parish Council's willingness to accept a further temporary consent, should members be minded to refuse permanent consent for the portable building, officers would request that consideration be given to granting a further temporary period of consent for the siting of the building.

### **Recommendation**

15. Approve subject to the following conditions:
1. Standard Condition A – Time limited permission (Reason A).
  2. The portable building, hereby permitted, shall not be occupied or used other than by Cambridge Coatings Ltd.  
(Reason - To ensure the removal of the unit if it is no longer required by the applicant Company.)
  3. When the portable building, hereby permitted, ceases to be occupied by Cambridge Coatings Ltd, it shall be removed from the site.  
(Reason - To ensure the removal of the unit if it is no longer required by the applicant Company.)

### **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:**  
P1/2 (Environmental Restrictions on Development)  
P2/2 (General Location of Employment)
  - **South Cambridgeshire Local Plan 2004:**  
EM7 (Expansion of Existing Farms at 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:
  - Character and Appearance of the Countryside
  - Essential Need in a Rural Location

**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 File Ref: S/2070/06/F, S/2580/04/F

**Contact Officer:** Michael Osbourn – Assistant Planning Officer  
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**SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL**

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**REPORT TO:** Planning Committee10<sup>th</sup> January 2007**AUTHOR/S:** Executive Director / Head of Planning Services

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**S/2126/06/F – HIGHFIELDS CALDECOTE**  
**Use of Land as Paddock, Erection of Stables and Haystore, Provision of Riding Arena,**  
**All for Private and Family Use**  
**at Land Rear of 16 East Drive for Michael Swinhoe**

**Recommendation: Approval**

**Date for Determination: 29<sup>th</sup> January 2007 (Major Application)**

**Notes:**

**This Application has been reported to the Planning Committee for determination because the Parish Council objection does not accord with the Officer recommendation.**

**Site and Proposal**

1. The application site is an area of poor quality scrub/grassland of approximately 1.6ha. It is located to the rear (east) of the dwellings fronting East Drive, along a private drive, which measures approximately 110m long from the back edge of East Drive and is positioned between the dwellings at 16 and 20 East Drive. The western boundary of the application site is located approximately 70m from the nearest dwelling, 16 East Drive. The boundaries of the main bulk of the site consist of 1.5m high post and rail fencing on all sides, with a mixture of scrub planting and more mature trees and hedgerows, particularly to the north, east and south.
2. This full application, received 30<sup>th</sup> October 2006, proposes the change of use of the field to a paddock; the erection of a timber clad structure measuring 30m in length, by 5.4m in width at its widest dimension and 3.5m in height at its tallest, to provide stables for 3 horses, 3 tack rooms and 2 hay barns; and the provision of a riding arena/ménage measuring 40m by 40m; all for private and family use. The proposals also refer to some additional planting to be undertaken on the site.

**Planning History**

3. There is no previous planning history of relevance on this site.

**Planning Policy**

4. **Policy SE9** of the South Cambridgeshire Local Plan 2004 ("The Local Plan") states that development on the edges of villages should be sympathetically designed and landscaped to minimise the impact of development on the countryside.
5. **Policy CS4** of the Local Plan states that development will not be permitted which poses an unacceptable risk to the quality of the underlying groundwater.
6. **Policy CS5** of the Local Plan states that planning permission will not be granted for development where the site is liable to flooding, or where development is likely to: (1)

increase the risk of flooding elsewhere by materially impeding the flow or storage of flood water; or (2) increase flood risk in areas downstream due to additional surface water runoff; unless it is demonstrated that the above effects can be overcome by appropriate alleviation and mitigation measures and secured by planning conditions or planning obligation providing the necessary improvements would not damage interests of nature conservation.

7. **Policy RT1** of the Local Plan states that in considering applications for the development of recreation facilities, the District Council will have regard to the need for such facilities and the benefits which might accrue. The District Council will resist any proposals which would: (1) result in the irreversible loss of the best and most versatile agricultural land (grades 1, 2 and 3a); (2) not be in close proximity to and not be well related with an established settlement and its built-up area; (3) result in buildings and other structures not directly related to the proposed use; (4) by reason of its scale, form, design and materials of the proposal, together with any associated development such as buildings and structures would create an intrusive feature in the landscape or surrounding area; (5) result in the loss of ecological, wildlife and archaeological interests; (6) generate significant motorised traffic movements; (7) have inadequate provision for parking and manoeuvring of cars and service vehicles to the District Council's standards; (8) not provide appropriate provision for screening and to minimise the visual intrusion into neighbouring development and the countryside; (9) not undertake adequate measures for the screened storage and safe disposal of refuse.
8. **Policy EN3** of the Local Plan states that in those cases where new development is permitted in the countryside the Council will require that (a) the scale, design and layout of the scheme (b) the materials used within it, and (c) the landscaping works are all appropriate to the particular 'Landscape Character Area', and reinforce local distinctiveness wherever possible.
9. **Policy EN14** of the Local Plan states that the District Council will encourage (and require where planning permission is required) developers to retain, enhance or provide roost sites for bats or barn owls in the conversion of farm buildings or the erection of new farm buildings over 3m high.
10. **Policy ES6** of the Local Plan states that the District Council will seek, by the means of appropriate planning conditions, to minimise the impact of noise and pollution on noise-sensitive development arising from any new recreational activities.
11. **Policy P1/2** of the Cambridgeshire and Peterborough Structure Plan 2003 ("The County Structure Plan") states that inter alia development will be restricted in the countryside unless the proposals can be demonstrated to be essential in a particular rural location; where there is an unacceptable risk to the quality of ground or surface water; and where the best and most versatile agricultural land would be significantly affected.
12. **Policy P4/1** of the County Structure Plan states that inter alia new or improved recreation and leisure development should protect or improve the local environment, landscape and residential amenity.
13. **Policy P6/4** of the County Structure Plan states that all new development will be expected to avoid exacerbating flood risk locally and elsewhere by utilising water retention areas and other appropriate forms of Sustainable Drainage Systems (SuDS) for the disposal of surface water run-off.

14. **Policy P7/2** of the County Structure Plan states that all development will seek to conserve and enhance the biodiversity value of the areas which they affect. Landscape features of major importance to wild fauna and flora will be retained, managed and enhanced.
15. **Policy P8/9** of the County Structure Plan states that inter alia the use of the public rights of way network will be encouraged by protecting the existing definitive map routes from development.
16. **Policy NE/6** of the Draft Local Development Framework 2006 ("The LDF") states that new development will have regard to the conservation and enhancement of biodiversity, and opportunities should be taken to achieve positive gain through the form and design of development. Where appropriate, measures may include creating, enhancing and managing wildlife habitats and natural landscape. Priority for habitat creation should be given to sites which assist in achieving targets in the Biodiversity Action Plans (BAPs).

### **Consultation**

17. **Caldecote Parish Council** recommends refusal and comments "Over development, far too extensive for private use. Increase in vehicle access including large vehicles such as horse boxes using a very narrow access road. Use of Hardwick bridleway for access. Could be used for horse breeding. Inaccurate particulars on the application claiming that the land has been purchased from 16 East Drive."
18. **Hardwick Parish Council** – no comments received at the time of preparing this report (eastern boundary of site abuts Parish boundary).
19. **Chief Environmental Health Officer** comments "I have considered the implications of the proposals in terms of noise and environmental pollution. I conclude there are no significant impacts from the Environmental Health standpoint."
20. **Environment Agency** – comments "the application, as submitted, does not consider sufficiently issues of surface water drainage and pollution control. In view of the local geology soakaways may not operate satisfactorily. Percolation tests must be carried out prior to development." The Agency has recommended a number of conditions and informatives to be attached to any approval so as to ensure that the aforementioned issues are suitably addressed.
21. **Ecology Officer** raises no objection to the proposed development. Suggests that the scheme presents an opportunity for enhancements through additional planting, and requests a landscape condition to be attached to any approval. Furthermore requests the provision of nest boxes upon the stables and an informative regarding a barn owl box, should the scheme be approved.
22. **Definitive Map Officer – County Council Countryside Access Team** comments "no objection to the proposed development and notes that the applicant has referred to the existence of the public bridleways that about the site. The Countryside Access Team are pleased to note that the applicant has addressed the issue of vehicular access to the site, and has indicated that they have a private right of vehicular access over the Public Bridleway. The Team is also pleased to note that the applicant has addressed the issue of potential conflict between legitimate users of the bridleway and construction traffic. The Countryside Access Team notes that it is the intention of the applicant to plant hedging along the eastern boundary of the site, adjacent to the public bridleway and we would comment that this should be planted 2m away from

the edge of the bridleway to allow growth without encroachment in accordance with our guidelines to developers and planners. The maintenance of the hedge to ensure it does not encroach onto the public bridleway would remain the responsibility of the landowner.

23. **Cambridgeshire Local Access Forum** – no comments received at the time of preparing this report.
24. **Ramblers Association**– no comments received at the time of preparing this report.
25. **British Horse Society**– no comments received at the time of preparing this report.

### **Representations**

26. Representations have been received from the owner/occupiers of Acresway (10), The Poplars (12), 20, 24, 26 and 28 East Drive. The following objections/concerns/comments were made:
  - (a) No objection to a small number of stables, to include a hay store and fenced paddock, however riding arena appears excessive for private/family use.
  - (b) No objection to erection of buildings but on no account must this become an application for public use, which will seriously impact usage and overall environment of East Drive.
  - (c) Buildings are large, often unsightly and used as riding schools.
  - (d) East Drive is a bridleway – development will result in an increase in horse boxes/traffic, further resulting in change in nature of East Drive, to the detriment of residents and will exacerbate existing traffic and pedestrian safety issues.
  - (e) In addition to car traffic there will be heavy traffic delivering hay, straw and animal feeds to this site.
  - (f) There are no turning or passing places on this narrow drive so lorries and large vans have to reverse the length of East Drive, approximately 300m, damaging trees and hedges. May result in vehicles turning in residents' driveways.
  - (g) The maintenance of East Drive is responsibility of residents/landowners. Road is already in poor condition (unmetalled) and will be made worse by traffic generated by use – long term implications to existing residents, including additional expense.
  - (h) East Drive is 10ft wide only. Whole aspect of application is inappropriate on such a narrow access.
  - (i) East Drive is only accessible via Hall Drive, which has the same status as East Drive.
  - (j) Hall Drive is also narrow width and unmetalled – residents responsible for maintenance.
  - (k) East Drive is a quiet village backwater across private land. It is already under strain from infill residential developments.
  - (l) Application incorrect – land was purchased from Carrara Farm, Caldecote, not owner of 16 East Drive.
  - (m) Application is outside village envelope.
  - (n) The proposed ménage is double the Olympic size requirement.

- (o) Turning area for access is on top of water utilities serving 20 East Drive. Whose responsibility if pipes are cracked?
- (p) Issues of smell and surface water drainage cause concern – flooding in this area has happened fairly recently.
- (q) Muck pile from 2/3 horses is considerable – not indicated where this intended to be positioned or disposed of. Incineration can be a problem with flies and vermin.
- (r) Is this use essential in rural location – will it lead to further changes of use?

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

- 27. The proposed stable/hay store building is a relatively low level structure, measuring approximately 3.5m in height. The proposed paddock and stable/hay store building are located some distance from the nearest dwellings in East Drive, 16 East Drive being the closest at approximately 70 metres.
- 28. The existing landscape features surrounding the site serve to obscure views of the paddock and location for the proposed building from the adjacent residences. The applicants have also stated that they intend to improve planting on the eastern boundary of the site. Whilst this is not the boundary nearest to the neighbouring dwellings, a landscape condition is recommended to be attached to any approval that could serve to bolster the existing planting. It is therefore my opinion that this approach would accord with the aims of Policy EN3 of the Local Plan.
- 29. The proposed building would directly relate to the keeping of horses on the site and the proposed use of the land as a paddock. Although the proposed stable/hay store building would result in a new structure in the countryside, the character and form of the structure, combined with the nature of the intended use is not uncommon for a rural location, such as the application site. The site is not identified as being high-grade agricultural land and therefore it is my opinion that the proposals would not conflict with Policy RT1 (1, 3 and 4) of the Local Plan. Should members be minded to approve the application a condition requiring the submission of materials prior to commencement of development is recommended below. Furthermore a condition is also recommended, at the suggestion of the Council's Ecology Officer, for the provision of nesting bird facilities within the development. This approach would accord with aims of Policy EN14 of the Local Plan, Policy P7/2 of the County Structure Plan and Policy NE/6 of the draft LDF.
- 30. The Council's Chief Environmental Health Officer has considered that the proposed development will not unduly impact upon noise and environmental pollution. With regard to the issue of surface water drainage and flooding, the site is not identified as being in an area at high or medium risk of flooding. However, the Environment Agency considers that the application does not sufficiently consider issues of surface water drainage and pollution control. As such they have recommended conditions to be attached to any approval in order to secure sufficient schemes of control, prior to the commencement of any development. Whilst the location of any spoil heap has not been included on the plans, given the distance from the nearest dwellings, and the potential existing use of the site, it would not be unreasonable to secure such details by condition, together with methods for the control of any pollutants, as suggested by the Environment Agency. It is therefore my opinion that the use of the land as paddock and the presence of the stable would be unlikely to result in a direct increased detrimental impact on the amenities of the adjacent dwellings, in accordance with the aims of Policy ES6 of the Local Plan.

31. The applicant has indicated that the use is intended to be carried on by their family and that no trade or business would occur from the site. They have anticipated that the site would be visited once per day. Furthermore, they have stated that in considering that access to the site is achieved via a bridleway, they will undertake to employ vehicles of a size so as to not disturb hedging along the bridleway. Considering this and the comments of the County Council's Countryside Access Team, it is therefore my opinion that given the indicated level of traffic movements, the number of stables proposed, and the subsequent likely level of general activity, the proposals would not be likely to result in undue harm both in terms of highway safety to road users in East Drive and the amenity of neighbouring residents. Whilst I accept that it is possible that the site may be visited on occasion more than once per day, a private/non-business use for three horses would not be likely to generate a significant level of traffic, such as to be out of keeping with the rural nature of East Drive. A condition to restrict the use of the site to personal/non-business use would therefore suitably restrict the degree of activity on the site in order to preserve the amenity of residents and users of East Drive. Whilst I note that the paddock, stables/hay store and ménage appear larger than the minimum required for accommodating three horses it would not be within the remit of this application to pre-empt any intensification of activity beyond reasonable planning control. Should any further change of use, or other activity requiring planning consent, occur at a later date then this would be considered on its planning merits.
32. The issue of maintenance of the private drive and privately owned utilities are not material planning considerations as they are not within the control of planning legislation. They would, however, need to be suitably addressed by the applicants under the terms of any relevant legislation. Furthermore, the issue of who the land has been purchased from is not a material planning consideration. Adjoining landowners have received postal notifications of the development where identifiable. Furthermore a site notice was erected at the entrance to the application site on the 23<sup>rd</sup> November 2006 in order to notify anyone passing the site that an application has been made for the proposed development.

### **Recommendation**

33. Approve subject to the following conditions:
1. Standard Condition A – Time limited permission (Reason A).
  2. SC5 – the materials to be used for the external walls and roofs. (Reason – To ensure that visually the development is not incongruous.)
  3. Prior to the 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. (Reason – To prevent the increased risk of pollution to the water environment and to ensure a satisfactory method of surface water drainage.)
  4. Prior to the commencement of any development, a scheme for the provision and implementation of Pollution Control 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. (Reason – To prevent the increased risk of pollution to the water environment and to ensure a satisfactory method of surface water drainage.)

5. No development shall take place until details of the provisions to be made for nesting birds, together with details of the timing of the works have been submitted to, and are subsequently approved in writing by the Local Planning Authority. The works shall be completed in accordance with the approved details. (Reason: Local Plan 2004 Policy EN14 encourages the provision of features for protected species within farm buildings. Planning Policy Statement 9, Key Principals ii & v also support the inclusion of appropriate biodiversity features within new developments).
6. SC51 (Landscaping Scheme)– (RC51).
7. SC52 (Implementation of Landscaping)– (RC52).
8. The paddock, stables and hay store building and riding arena, hereby permitted, shall not be used as a livery or as part of a riding school open to the public, nor for any other commercial use. (Reason – To ensure that the use of the facilities is limited to a small scale development and that the use of the site does not escalate in order to protect the amenities of the neighbouring residents and 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:**
    - P1/2** (Environmental Restrictions on Development)
    - P4/1** (Tourism, Recreation and Leisure Strategy)
    - P6/4** (Drainage)
    - P7/2** (Biodiversity)
    - P8/9** (Provision of Public Rights of Way)
  - **South Cambridgeshire Local Plan 2004:**
    - SE9** (Village Edges)
    - CS4** (Ground Water Protection)
    - CS5** (Flood Protection)
    - RT1** (Recreation and Tourism Development)
    - EN3** (Landscaping and Design Standards for New Development within The Countryside),
    - EN14** (Protected Species in Farm Buildings)
    - ES6** (Noise and Pollution)
2. The development is not considered to be significantly detrimental to the following material planning considerations which have been raised during the consultation exercise:
  - Character and Appearance of the Countryside
  - Essential Need in a Rural Location
  - Drainage
  - Residential Amenity
  - Biodiversity

- Landscaping
- Public Rights of Way

**Additional Informatives**

1. The development provides an opportunity to incorporate a barn owl box within the design of the building. Further details can be sought from the Council's Ecology Officer on 01954 713402.

+ Environment Agency Informatives outlined in letter dated 21/11/06

**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 File Ref: S/2126/06F

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**SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL**

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**REPORT TO:** Planning Committee

10 January 2007

**AUTHOR/S:** Executive Director / Head of Planning Services

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**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**

**Cambridge Windfarm Ltd – 15 wind turbines, anemometry mast substation and associated infrastructure – Land southwest of A14, between Boxworth and Conington – Appeal dismissed**

2. The inquiry sat for 12 days between 17 October and 3 November. The Council was represented by counsel and in addition to the appeals officer (policy issues), external witnesses were employed to deal with landscape, visual amenity and noise issues. The Highways Agency and its technical advisers, Faber Maunsell spoke on highway matters. Matters relating to aircraft safety and ecology were resolved before the start of the inquiry and no evidence was given.
3. The Stop Cambridge Wind Farm group (SCWF) played a significant part in the inquiry. It was represented by counsel for the most part and called 14 witnesses. Ten other persons spoke at the inquiry (both for and against).
4. Before the start of the inquiry, the total number of turbines was reduced from 16 to 15. The inspector identified four main issues. These were:
  - (i) The contribution that the scheme would make towards renewable energy targets;
  - (ii) The impact of the development on the character and appearance of the area including historic landscape and visual amenity;
  - (iii) The effect on highway safety on the A14; and
  - (iv) The effect on living conditions for local residents particularly with regard to noise.
5. So far as the development plan is concerned, the inspector noted that there is general support for renewable energy schemes but that they will be subject to compliance with other policies, particularly the landscape and historic environment. The Regional Spatial Strategy (RSS) sets out targets and detailed locational principles and criteria. As the Regional Assembly is to prepare changes to the Regional Spatial Strategy, which is to be the subject of further consultation, the inspector was unable to give significant weight to the plan.
6. Similarly, only those policies in the merging LDF that carry forward existing policies or echo statutory requirements could be afforded any weight.

7. With regard to national policy, PPS22 and its Companion Guide provide support for appropriate schemes. The most recent review of the relevant issues is '*The Energy Challenge*' published by the DTI in 2006. This states that individual projects are part of a growing trend that provide crucial national benefits. This factor is a material consideration to which all participants in the planning system should give significant weight when considering renewable energy proposals.

**(I) Meeting energy targets**

8. The regional target for renewable energy production as a proportion of overall totals is 10% (14% including off-shore) by 2010. The parties agreed that the existing on-shore total is 4.9% although this could rise to 7.2% if all projects currently in the planning stage are included. While the additional potential for off-shore projects should not be ignored, PPS22 states this shouldn't be used as an excuse for lower on-shore targets.
9. It is unlikely that the 2010 target will be met. It is intended that targets are pushed up and not down and in the event that a target is reached, this is no excuse to refuse planning permission for future projects. The appellant's view that the need for more renewable energy development is required was both urgent and increasingly pressing. While the inspector saw the targets as mainly a spur to encourage further development, he still concluded that the proposal would contribute to the ultimate attainment of regional targets.

**Landscape and visual amenity**

10. PPS22 recognises that out of all renewable energy projects, wind turbines are likely to have the greatest landscape and visual effect. The appellant made much of the reversibility of the wind farm, but the inspector saw it as a substantial scheme which was unlikely to come to an abrupt end after its 25 year life.
11. The inspector found a clear and evident distinction between the landscape either side of the A14. To the south-east it comprises gentle slopes with homogeneity, while to the north-east it is generally flat with a patchwork of different types. The A14 makes its own contribution as a landscape corridor. The five villages of Lolworth, Boxworth, Knapwell, Ellsworth and Conington and the intervening landscape form a complementary and attractive group.
12. The turbines would be 60m to the hub with 40m long blades and sited in three ranks roughly parallel to the A14. The inspector found that it is the rotation of the blades that significantly magnifies the presence of the turbines in the landscape.
13. When seen from across the A14, he felt they would actually complement the intensity and energy of movement of traffic on the A14. The A14 was considered to dominate the landscape and the view from parishes to the north and east would not be unacceptable. In an earlier decision elsewhere, a previous inspector had argued that all turbines would, by definition, be out of scale with their surroundings. This inspector did not see this as an entirely convincing argument as the need to carefully consider location, scale and design was still important. A larger scale landscape was likely to more successfully accommodate a larger group of turbines. Here the height of the turbines was contingent on wind speed and smaller turbines would not be possible. In this case, the smaller scale of the landscape makes a valuable contribution to the setting of the villages to the south-west of the A14.

14. The turbines were also found to have a significant effect on views from some of the public rights of way between Boxworth and Conington and west of Knapwell.
15. So far as the historic landscape is concerned, the inspector concluded that the heavy volume of traffic on the A14 has diminished any time-depth that may once have been evident in the line of the former Roman road. In contrast, the historic smaller enclosures and woodlands around Boxworth are still visible today and make some contribution to the area. Nonetheless this is not sufficient in itself to make a significant contribution to the resolution of the main issue. More weight should be attached to the setting of listed buildings and conservation areas and in this respect the inspector found there would be an effect on Page's Farm, Boxworth, Marshall's Farm, Conington, Holy Trinity Church, Elsworth and Elsworth Conservation Area.
16. The inspector concluded that on balance, the scheme would have a harmful impact on the character and appearance of the area and would not be one of the small schemes contemplated by current Regional Planning Guidance. There would therefore be conflict with various development plan policies as well as with the equivalent policies in the emerging DPD.

### **Highway Safety**

17. All of the turbines would be clearly visible from the A14. It is a road of national and international importance. It carries a substantial volume of traffic and an unusually high proportion of lorries. It is operating above its theoretical capacity with a stress level of over 100% between Huntingdon and Cambridge. The Highways Agency is concerned about the number of accidents on the road and there are plans to improve this part of it which would both increase its capacity and thus reduce tail-end shunts. The Highways Agency could not demonstrate that wind farms were actually the cause of accidents, but still required the improvements to be carried out before the development commenced.
18. The improvements are unlikely to be completed before 2011. The inspector therefore accepted the argument that a Grampian condition would not be appropriate as it would go beyond the life-time of any permission. He was also concerned that such a condition may frustrate the prospects of an alternative scheme in another location. The imposition of such a time restrictive condition was therefore not an option.
19. Nonetheless, the parties agreed there was no evidence that wind farms are inherently hazardous. Neither is there a high existing accident rate on the A14. The crucial factor, however, is that because of the high volumes of traffic, this results in a high total number of accidents, although many of these are minor.
20. While the inspector had not received any evidence that driver distraction from wind turbines elsewhere has previously led to accidents, he did not regard this as necessarily conclusive in all circumstances. Unlike in most cases, this proposal had led to objections from the highway authority. This had been researched by consultants and maintained over many months. On his site visit, the inspector had noted the large number of lay-bys, accesses and variety of road junctions off the A14. This left him in "... no doubt that the volume of traffic is such that a greater concentration is necessary than would be the case if the vehicles were more adequately and safely spaced". The Highways Agency was justified in its concerns.
21. At their closest, the turbines would be little more than 250m from the road. At a height of 100m they would be a striking addition to the scene and could easily draw a driver's

attention. The rotation of the blades ensures they are a significantly more arresting spectacle than say an array of telecommunication masts. The combination of circumstances in this case would be especially critical and there was very little margin for driver error. The development would have a harmful impact on road safety.

### **Noise**

22. The evidence regarding noise proved extremely technical. The Council's concerns were that noise readings were insufficient and should have been carried out at more locations over longer periods in different wind and road conditions. As a result of further surveys carried out by its noise consultant, the Council concluded that eight of the turbines would be omitted from the scheme to make it acceptable.
23. Such a radical change could not be made within the terms of the current appeal. However, the inspector did not consider this was justified on the evidence he had received. The combined effect of advice set out in government guidance is clear and precise and had been followed by the appellant. There would be no harm to the living conditions of local residents. The turbines would be readily audible from the adjacent bridleway, but this consideration was insufficient to outweigh the main conclusion.

### **Other Matters**

24. Other matters that were raised, particularly by other parties included the cumulative impact of these and other wind turbines on the landscape, shadow flicker, ice, loss of agricultural land, property values, energy benefits, employment opportunities, tourism/sightseers and the importance of public opinion. None of these had a bearing for or against the scheme.

### **Conclusions**

25. The inspector therefore found that there were competing issues and that the appeal fell to be determined on the weight to be attached to each of these. In his view, the case essentially turned on the balance between the need for the development and its impact on the landscape. The landscape impact would be too great. The surrounding area would effectively become defined by the turbines to the extent that its identity and diversity would be diminished and its existing sense of place severely compromised. While the landscape may be able to accommodate a smaller number of turbines, he was obliged to consider the proposal as submitted..
26. Mainly for historical reasons, the inspector felt that development plan policies were of little value as they were written without the possibility of schemes such as this in mind. Nonetheless, the inspector was still concerned there would be conflict with the content and purpose of several plan policies, particularly where visual matters were concerned.
27. Having regard to all matters, the appeal should be dismissed

*Comment: This inquiry involved a considerable amount of time and work by all those involved on the Council's behalf. None of the Council's witnesses had previously given evidence at a windfarm appeal, whereas the appellant's team had all provided evidence at several appeals. The outcome is therefore*

*particularly pleasing. The efforts of the SCWF group should also be acknowledged as the group adopted a very professional approach and played a significant role in the outcome of the appeal.*

**Ms C Romeyer and Mr R Kennedy – Change of use from meadow land to residential garden and retention of garden room (retrospective application) – 2 Manor Farm Barns, Litlington – Appeal allowed. Application for costs dismissed.**

1. The appeal site is a converted barn which lies within the village framework. The additional land and the garden room comprise land that lies outside the village framework. The whole site was formerly part of a farm complex. The main issue was the impact on the character and appearance of the countryside and the village conservation area.
2. The garden room is to the rear of the property and is a single storey 'L' shaped detached building clad with weatherboarding and a slate roof. Beyond this is an open grassed field forming an extensive gap between surrounding development. The field is in the conservation area. The field is also defined as an Important Countryside frontage in the local plan. The inspector agreed that the land makes an important contribution to the countryside setting of the village and to the conservation area.
3. Public views of the garden room are limited and when seen across the field, the building is seen against the backdrop of other buildings. It is closely related to the converted barn, is subservient to it and of complementary materials. While it is outside the village framework, the inspector found it was not an intrusive feature and has little impact on either the surrounding countryside or the conservation area. The appeal was therefore allowed (and an extant enforcement notice can now be withdrawn).
4. The appellant applied for an award of costs. This was on the basis that the Council's Conservation Manager had supported the proposal and the Council had failed to produce any specialist or technical advice which overrode that technical opinion.
5. For the Council, it was argued that as the conservation area was part of the countryside, this amounted to a single issue. The inspector had agreed this. While the harm from the scheme may be limited, this had been properly spelled out in the Council's statement and at the hearing. The contribution of the land made to the conservation area and the rural setting of the village had been demonstrated.
6. The inspector noted that the Committee had rejected the advice of its officers. However, both the written and oral evidence was adequately detailed to warrant legitimate concerns. The Council had not acted unreasonably and no award of costs was justified.

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**INDEX OF CURRENT ENFORCEMENT CASES**  
**10<sup>th</sup> January 2007**

Ref No	Location	See Page No for full update	Remarks
18/98	Setchell Drove COTTENHAM	1-2	Further investigations required in respect of Four Winds and plots 7, 7A and 10.
34/98	Camside Farm Chesterton Fen Road MILTON	3-7	Prosecution file to be submitted to Legal Office.
17/02	Land at Sandy Park Chesterton Fen Road MILTON	7-8	Currently considering options for dealing with the breach of the Enforcement Notice.
18/02	Rose and Crown Road SWAVESEY	9-10	Currently considering options for dealing with the breach of the Enforcement Notice.
8/03	Land adjacent to Setchell Drove COTTENHAM (B Land - Pineview)	11-12	On 30/31 <sup>st</sup> October, Direct Action was taken to remove structures and hardstanding. Site being monitored.
9/03	Land adjacent to Setchell Drove COTTENHAM (G Land - Pineview)	13-14	On 30/31 <sup>st</sup> October, Direct Action was taken to remove structures and hardstanding. Site being monitored.
10/03	Victoria View, Land at Plot 2 and R/O Plot 3 Setchell Drove COTTENHAM	14-16	Appeal dismissed. Enforcement Notice took effect on 7 <sup>th</sup> December 2006. Appeal made to the High Court. Awaiting decision.
15/03	Victoria View Land to rear of Plots 3, 4 and 5 Setchel Drove COTTENHAM	16-17	Awaiting an appeal decision from the High Court.

Ref No	Location	See Page No for full update	Remarks
19/03	Land adjacent to Moor Drove Cottenham Road HISTON	17-18	Proceeding with injunctive action.
9/04	Land adjacent to Cow Fen Drove SWAVESEY	19-20	On 31 <sup>st</sup> August the defendants appeared at Cambridge Magistrates Court. Each fined £1000 with costs. Further prosecution file submitted to Legal Office.
13/04	Scholes Road WILLINGHAM	20-21	Appeal allowed. Application being made to the High Court by the Council against the decision.
15/04	Land adjacent 12 The Common WEST WRATTING	21-22	Enforcement Notice withdrawn. New planning application being submitted.
16/04	2 Manor Farm Barns and land adjoining Cockhall Lane LITLINGTON	22-23	Enforcement Notice issued. Refusal of planning permission (S/2153/04/F) appealed. Appeal allowed 08/12/06. Remove from Active List.
18/04	The Orchard Smithy Fen COTTENHAM	23	Matter to be reviewed in January 2007.
3/05	Land adjacent to Hilltrees Babraham Road STAPLEFORD	24	Appeared at Cambridge Magistrates Court. Case adjourned to 7 <sup>th</sup> December for committal.
10/05	6A Dale Way SAWSTON	24-25	In breach of Enforcement Notice. Prosecution file being prepared.
13/05	Plots 5, 5a, 6, 10 & 11 Orchard Drive COTTENHAM	25	Planning Application S/1631/06/F submitted. Awaiting decision.
15/05	White House Farm Cambridge Road MELBOURN	26	Prosecution file submitted to Legal Office for breach of Enforcement Notice.
17/05	Manna Ash House Common Road WESTON COLVILLE	26	Enforcement Notice issued. Refusal of planning permission appealed.
18/05	Land off Schole Road (known as Cadwin Lane) WILLINGHAM	27	Three year temporary planning permission granted for 3 plots. Injunction granted on 18 <sup>th</sup> November restricting development on plots 3 and 4.



Ref No	Location	See Page No for full update	Remarks
19/05	Former Plough Public House Swavesey Road FEN DRAYTON	27-28	Enforcement Notice not complied with. Prosecution file to be submitted to Legal Office.
1/06	Slate Hall Farm Huntingdon Road OAKINGTON	28	Negotiations continue to resolve issues.
2/06	The Old Stack Yard Mill Green SHUDY CAMPS	28	Appeal pending against refusal of planning permission S/2330/05/F.
3/06	Land at High Street (Persimmon Development) LONGSTANTON	28-29	Enforcement Notice complied with. Remove from active list.
4/06	Plot 15 Water Lane Smithy Fen COTTENHAM	29	Enforcement Notice appeal due to be heard on 3 <sup>rd</sup> January.
5/06	Plot 17 Adjacent to Pine View Smithy Fen COTTENHAM	29	In breach of Enforcement Notice Legal options being considered.
7/06	Land adjacent to Mill Lane and A1301 SAWSTON	30	Enforcement Notice appealed.
8/06	Plot 15 1 London Way Clunchpits MELBOURN	30	Enforcement Notice appealed.
10/06	The Old Well 55 Station Road Stow-cum-Quy	30	Enforcement Notice appealed
11/06	Tesco Store Viking Way BAR HILL	31	Enforcement Notice appealed.
12/06	Unit J Broad Lane COTTENHAM	31	Enforcement Notice issued. Compliance date 5 <sup>th</sup> December 2006. Site visit to be made.
13/06	Rose Cottage High Street HORNINGSEA	31	Enforcement Notice appealed.
14/06	Fern Farm Short Drove COTTENHAM	31	Enforcement Notice issued. Takes effect on 2 <sup>nd</sup> January 2007. Compliance period 2 months.

Ref No	Location	See Page No for full update	Remarks
15/06	Land at Quarry Lane HASLINGFIELD	31	Enforcement Notice issued. Takes effect on 2 <sup>nd</sup> January 2007. Compliance period 3 months.
16/06	49 Broad Street CAMBOURNE	32	Enforcement file being submitted to Legal Office.
17/06	Land north of Schole Road WILLINGHAM	32	Injunction served on 27 <sup>th</sup> November 2006 to prevent further development of the site.
18/06	Land south of Meadow Road WILLINGHAM	32	Injunction served on 2 <sup>nd</sup> December 2006 to prevent further development of the site.
19/06	Land adjacent to Moor Drove HISTON	32	Injunction served on 7 <sup>th</sup> December 2006 to prevent further development of the site.