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30 October 2007

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

Quorum: 4

Dear Councillor

You are invited to attend the next meeting of **PLANNING COMMITTEE**, which will be held in the **COUNCIL CHAMBER, FIRST FLOOR** at South Cambridgeshire Hall on **WEDNESDAY, 7 NOVEMBER 2007 at 2.00 p.m.**

Yours faithfully
GJ HARLOCK
Chief Executive

Requests for a large print agenda must be received at least 48 hours before the meeting. Members of the public wishing to speak at this meeting are requested to contact the Support Officer by no later than noon on Monday before the meeting. A public speaking protocol applies.

AGENDA		PAGES
PROCEDURAL ITEMS		
1.	Apologies To receive apologies for absence from committee members.	
2.	General Declarations of Interest Members are requested to complete the attached form, returning it to Democratic Services, and announce their declarations immediately prior to the relevant agenda items.	1 - 2
3.	Minutes of Previous Meeting To authorise the Chairman to sign the Minutes of the meeting held on 3 October 2007 as a correct record.	
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INFORMATION ITEMS

The following item is included on the agenda for information and is, in the main, available in electronic format only (at www.scambs.gov.uk/meetings and in the Weekly Bulletin dated 30 October 2007). Should Members have any comments or questions regarding issues raised by the report, they should contact the appropriate officers prior to the meeting.

17.	Appeals against Planning Decisions and Enforcement Action Summaries of Decisions of interest attached. Contact officers: Gareth Jones, Corporate Manager (Planning and Sustainable Communities) – Tel: 01954 713155 John Koch, Appeals Manager (Special Projects) – Tel: 01954 713268	121 - 122
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“I propose that the Press and public be excluded from the meeting during the consideration of the following item number in accordance with Section 100(A) (4) of the Local Government Act 1972 on the grounds that, if present, there would be disclosure to them of exempt information as defined in paragraph of Part 1 of Schedule 12A (as amended) of the Act.”

Notes

- (1) Some development control matters in this Agenda where the periods of consultation and representation may not have quite expired are reported to Committee to save time in the decision making process. Decisions on these applications will only be made at the end of the consultation periods after taking into account all material representations made within the full consultation period. The final decisions may be delegated to the Corporate Manager (Planning and Sustainable Communities).
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South Cambridgeshire District Council

Planning Committee – 7 November 2007 – Declaration of Interests

Councillor

Personal / Personal and Prejudicial [delete as appropriate]

Item no: App. No. Villlage:

Reason:

Personal / Personal and Prejudicial [delete as appropriate]

Item no: App. No. Villlage:

Reason:

Personal / Personal and Prejudicial [delete as appropriate]

Item no: App. No. Villlage:

Reason:

Personal / Personal and Prejudicial [delete as appropriate]

Item no: App. No. Villlage:

Reason:

Please return the completed form to 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:

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee 7th November 2007
AUTHOR/S: Executive Director / Corporate Manager - Planning and Sustainable Communities

S/1736/07/F - SAWSTON
Bungalow at 7a Dale Way for A J Rogers Building Ltd

Recommendation: Refusal

Date for Determination: 5th November 2007

Notes:

This Application has been reported to the Planning Committee for determination because the Officer recommendation is contrary to the recommendation of the Parish Council, and at the request of District Councillor Dr Bard.

Members of Committee will visit the site on Wednesday 7th November 2007.

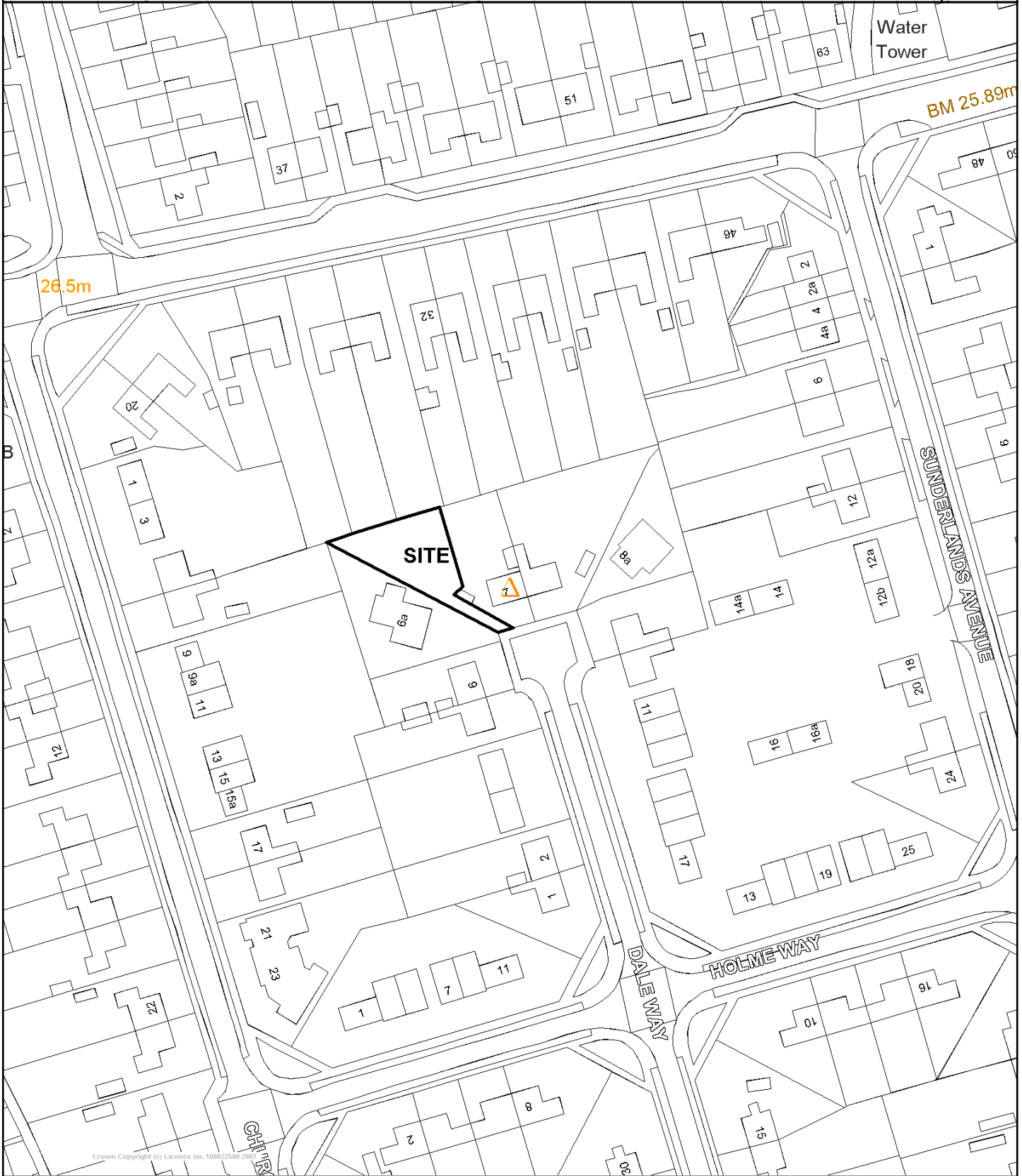
Site and Proposal

1. This 0.034 hectare application site is located at the end of a cul-de-sac and comprises a triangular shaped parcel of land situated within the curtilage of No.7 Dale Way, a two storey semi-detached dwelling which is under separate ownership. To the south of the site is No.6a Dale Way, a bungalow which Members may recall was granted retrospective planning consent at the Committee meeting held in May of this year. Between the pairs of semi-detached dwellings at Nos. 7/8 and 9/10 Dale Way is a recently constructed bungalow for which planning permission was granted at Committee in December 2006.
2. The full application, received on 10th September 2007, seeks to erect a two/three-bedroom hipped roof brick and tile bungalow on the site. The bungalow would be 4.8 metres high, with a lower 4.5 metre high forward projecting wing, and would be set approximately 17 metres back from the frontage of the plot. The density of the development equates to 29 dwellings per hectare.

Planning History

3. **S/1168/07/F** – Application for erection of a 3-bedroom hipped roof bungalow on this site was refused for the following reasons:
 - a) The erection of a further bungalow between the bungalow at No.6a Dale Way and the two storey dwelling at No.7 Dale Way would result in an unduly cramped appearance at the end of the cul-de-sac, to the detriment of the character and appearance of the area. Consequently, the proposal would be contrary to Cambridgeshire and Peterborough Structure Plan 2003 Policy P1/3, which requires a high standard of design that responds to the local character of the built environment, and to Policies ST/4 and DP/3 of the Local

S/1736/07/F - Sawston



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November Planning Committee

Development Framework 2007 which resist development that would have an adverse impact upon village character.

- b) By virtue of the siting of the bungalow, it would be an overbearing presence when viewed from kitchen and bedroom windows in the north-east side elevation of the adjacent bungalow at No.6a Dale Way. Consequently, the proposal would be contrary to Policies ST/4 and DP/3 of the South Cambridgeshire Local Development Framework 2007 which resists development that would have an unacceptable adverse impact on residential amenity.

Planning Policy

4. **Policy P1/3** of the Cambridgeshire and Peterborough Structure Plan 2003 stresses the need for a high standard of design and a sense of place which corresponds to the local character of the built environment.
5. Sawston is identified within **Policy ST/4** of the South Cambridgeshire Local Development Framework Core Strategy as a Rural Centre. This policy states that development and redevelopment without any limit on individual scheme size will be permitted within the village framework providing adequate services, facilities and infrastructure are available or can be made available as a result of the development.
6. **Policy DP/2** of the 2007 Local Development Framework requires all new development to be of high quality design, whilst **Policy DP/3** states that permission will not be granted for proposals that would have an unacceptable adverse impact on (amongst other issues): residential amenity, from traffic generated, on village character, or from undue environmental disturbance.

Consultations

7. **Sawston Parish Council** recommends approval.
8. **The Local Highways Authority** raises no objections subject to a condition being added to any permission requiring the provision of 2m x 2m pedestrian visibility splays within the curtilage of the property, the plan to be amended accordingly to reflect this.

Representations

9. No representations received from neighbouring properties.

Representation from District Councillor, Dr Bard

10. District Councillor Dr Bard states:

“As you will be aware, Sawston Parish Council decided on a split vote at a meeting of its Planning Committee on 25th September to support this application...It would seem to me that the most equitable way forward would be to bring the matter to committee, preferably with a committee site visit. The principle of allowing development on these triangular corner plots has now been established by the permissions at 6a and 8a Dale Way. It therefore concerns me that having just allowed, on an officer recommendation, a retrospective application for a bungalow, with a significantly larger footprint than that originally approved, on the adjacent site at 6a Dale Way, a refusal could be successfully challenged at appeal.”

Representation from the Applicant's Agent

11. The application has been accompanied by a statement which draws attention to the bungalow recently erected next to No.9 Dale Way, which has a slightly larger footprint than the presently proposed bungalow, on a site of almost identical size. Also, the whole area is currently under redevelopment where a number of semi-detached houses are being replaced with a larger number of units at a greater density. This site falls within the same policy.

Planning Comments – Key Issues

12. The key issues to consider in the determination of this application are:
- Impact upon character and appearance of area;
 - Residential amenity;
 - Highway safety.

Impact upon character of area

13. As stated within paragraph 3 above, an application to erect a bungalow on this site has recently been refused due to the impact upon the character of the area and upon the amenities of occupiers of No.6a Dale Way. The current scheme differs from the previous proposal in that the forward projecting wing has been reduced in width by 1.7 metres (moved further away from 6a Dale Way) and reduced in height by 0.5 metres.
14. Dale Way is occupied predominantly by two-storey semi-detached dwellings. At the end of the cul-de-sac, two hipped roof bungalows have been constructed in recent years within the gardens of Nos. 6 and 9 Dale Way. The principle of erecting bungalows as opposed to two storey dwellings on infill plots has been established within recent consents. Although I agree with the applicant's agent's comment that the size of the site and bungalow is similar to that of the recently constructed bungalow adjacent to No.9, I still consider that erecting a further bungalow at the end of the cul-de-sac would result in an unduly cramped form of development and be harmful to the character of the area. Looking at the bungalows built nearby, there is a good degree of spacing between these dwellings and the two storey development either side (between 7 and 12 metres), thereby retaining a degree of spaciousness and symmetry to the form of development at the end of the road. The bungalows are also oriented such that they face the end of the cul-de-sac and this helps to reinforce the symmetrical character, and to create an appearance of rounding off the development at the end of the road. The proposed new bungalow is, at its nearest point, sited just 3 metres away from the dwelling built at No.6a Dale Way and fails to follow the orientation established by the recently constructed new bungalows at 6 and 9 Dale Way. I therefore consider that the erection of a further property on this site would, in principle, be overly cramped and harmful to the character of the area, and the alterations made to the design of the property, when compared to the previously refused scheme, have not altered my view in this respect.

Residential amenity

15. Since the previous application was refused, I have managed to gain access to No.6a Dale Way in order to assess the impact of the development upon the amenities of occupiers of this dwelling. This property has a kitchen window in its north-east side wing. The dwelling would not be sited within a 45 degree angle taken from the centre-point of this window and I am satisfied that it would not result in an undue loss outlook

to this window. There is also a secondary bedroom window in the north-east facing wall that looks directly towards the proposed forward projecting wing. Given that the wing has been moved 1.7 metres further away from the neighbour's window, has been reduced in height by 0.5 metres, and is 7 metres away from the window, as well as the fact that the window is a secondary opening to a bedroom, I am satisfied that the proposal is now acceptable in this respect.

Highway safety

16. Providing visibility splays can be provided within the site, the Local Highways Authority has raised no objections to the application. An amended site layout plan has been requested to show the visibility splays as well as to demonstrate that there is sufficient space within the proposed plot and the remaining curtilage of No.7 Dale Way to accommodate two cars on each site.

Recommendation

17. Refusal:
 - The erection of a further bungalow between the bungalow at No.6a Dale Way and the two storey dwelling at No.7 Dale Way would result in an unduly cramped form of development at the end of the cul-de-sac, to the detriment of the character and appearance of the area. Consequently, the proposal would be contrary to Cambridgeshire and Peterborough Structure Plan 2003 Policy P1/3, which requires a high standard of design that responds to the local character of the built environment, and to Policies ST/4 and DP/3 of the Local Development Framework 2007 which resist development that would have an adverse impact upon village character.

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

South Cambridgeshire Local Development Framework (LDF) 2007;

Cambridgeshire and Peterborough Structure Plan 2003;

Planning application references: S/1736/07/F and S/1168/07/F

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

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee 7 November 2007
AUTHOR/S: Executive Director / Corporate Manager - Planning and Sustainable Communities

S/1707/07/F - SAWSTON
Demolition of Engine Shed and Erection of House at Fire Engine Shed, High Street for J Tilley

Recommendation: Approval

Date for Determination: 29 October 2007

This Application has been reported to the Planning Committee for determination at the request of Councillor Mrs S Hatton.

Members will visit this site on Wednesday 7 November 2007.

Conservation Area

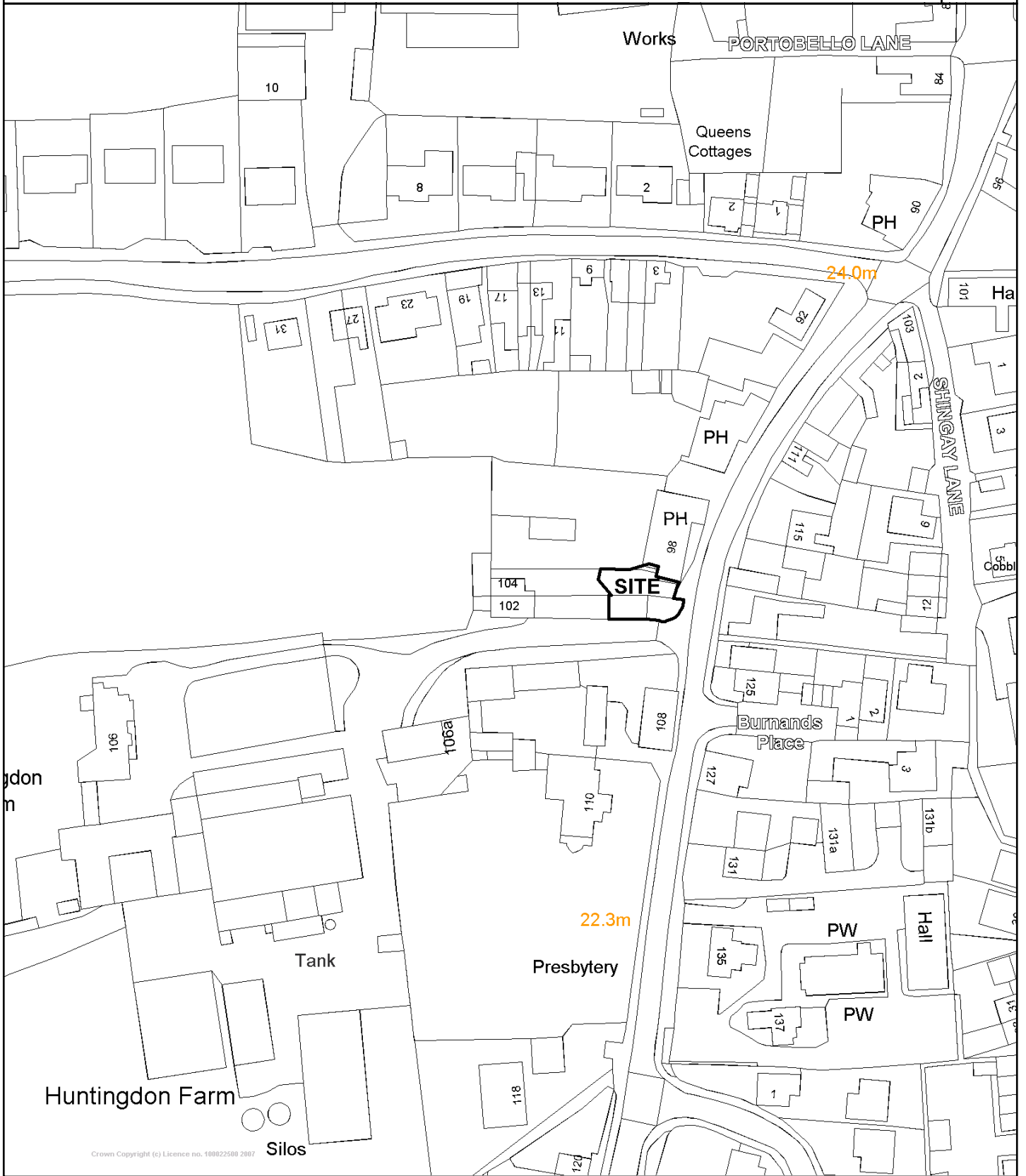
Site and Proposal

1. The application site comprises a small plot up to 12m wide with a maximum depth of about 17.5m, and a site area of 0.017ha. It is located close to the centre of the village, with a frontage to the west side of High Street. The old fire engine shed is a single-storey structure clad with timber boarding. The site is at present disused. To the north, the site adjoins The Black Bull Public House, a grade 2 listed building, and its car park to the rear. To the west, the site adjoins the rear gardens of houses at Nos 102 and 104 High Street, which have mature trees. To the south, the site is adjoined by a private driveway that serves development to the west at 106a High Street and Huntingdon Farm. The boundary to this drive is marked by a low fence close to High Street, but by the side elevation of the old engine shed it is marked by a traditional flint wall, which continues to form the enclosure for the garden of 102 High Street. Further to the south, 108 High Street is a listed house. The site lies within Sawston Conservation Area.
2. The full application, dated 1 September 2007, proposes the demolition of the old fire engine shed, and the erection of a two-bedroom house on the same footprint. The house would have a ridge height of 6.5m. The external materials would be facing brick with a contrasting brick plinth and string course, with a slate roof. The existing flint boundary wall is to be incorporated into the southern elevation. The ground floor area would be 50 square metres. The design includes sliding sash and casement windows, arched lintels over windows and doors, and decorative barge boarding. A private garden area of 80 square metres is shown. A single parking space is shown on the frontage, with turning to be achieved by means of a mechanical turntable. No alterations to the existing access are proposed.

Planning History

3. Applications for residential redevelopment of the site were refused in 1989 (S/2322/89/F) for a bungalow, in 1999 (S/1794/98/O) for a house, and 2002

S/1707/07/F - Sawston



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(**S/0801/02/F**) for a house. An application for the erection of a house was submitted in March this year (**S/0491/07/F**). This was withdrawn by the applicant following concerns about the design of the dwelling that were expressed by the Conservation Manager. The refusal reasons in the earlier schemes have variously included:

- a) adverse effect on the setting of the Black Bull Public House and the character of the conservation area;
- b) restricted private garden area;
- c) overdevelopment of the site;
- d) disturbance to future occupiers from the use of the public house adjacent to the site;
- e) inadequate space for the parking and turning of two cars within the site;
- f) inadequate visibility in each direction for vehicles exiting the site.

4. Each of these proposals has been dismissed subsequently at appeal. The Inspector in 1990 dismissed the appeal on ground b) (**S/2322/89/F**). In 1999, the Inspector dismissed the appeal on all grounds a) to f) and expressed concern about the loss of part of the side boundary wall (**S/1794/98/O**). The 2002 application (**S/0801/02/F**) showed the engine shed to be demolished, and to be replaced with a two-storey dwelling with two bedrooms, a ridge height of 6.7m and a footprint of 40 square metres. The dwelling was shown to be sited on the northern part of the site, adjacent to the Black Bull PH. The layout included two parking spaces and space for vehicular turning on site. The remainder of the site included a private garden area and rear patio together providing an area of approximately 40 square metres. The appeal was dismissed solely on ground a), the Inspector being concerned at proximity of the new dwelling to the listed building and the resultant harm to its setting.
5. In parallel to the proposals for residential development of the site there has been a planning history for its development for commercial purposes. In 1980, planning permission was granted for its use as a carpentry shop for a temporary period of two years (**S/1601/80/F**). Another two-year consent was granted in 1986 for use as an office/ workshop for a glazing contractor (**S/1674/86/F**). An enforcement appeal relating to use for the sale and storage of motor vehicles was dismissed in 1999. An application to demolish the existing building and to erect in the same position a studio/workshop with four parking spaces and a turning area (**S/0802/02/F**) was refused on highway grounds following concerns expressed by the Local Highway Authority about potential parking on the highway as a result of the development. The Inspector, on appeal, also dismissed the proposal for this reason. In doing so, he also commented: *"It is clear to me that this proposal is much more sympathetic to the setting of the listed building and the conservation area than [the scheme for a house, reference S/0801/02/F]. The proposed building would be small in size and scale, it would have a traditional character and appearance, and furthermore it would allow for the retention of the gap to the south side of The Black Bull...I find no conflict between the proposal and the provisions of the development plan which relate to listed buildings and conservation areas."*
6. In 2003, planning permission was refused for the conversion of the existing building to offices (**S/2204/03/F**). This was refused by the LPA on grounds of inadequate highway visibility and poor provision for the parking and turning of vehicles on the site. On appeal, the Inspector noted that a visibility splay to the south of 2.0 x 33 metres could not be achieved, being obstructed by walls and buildings. He was also concerned that the provision of four car parking spaces on the site in tandem would result in reversing onto the highway. He dismissed the appeal in September 2004. A resubmission was approved in December 2004 (**S/2064/04/F**). In this case no provision for vehicular parking was provided, but only for cycle parking. This

approach was supported by Sawston Parish Council, but the Local Highway Authority continued to express concern about any commercial use of the site.

Planning Policy

7. **South Cambridgeshire Local Development Framework (LDF) Core Strategy (2007)**
ST/4 (Rural Centres) Development and redevelopment without any limit on individual scheme size will be permitted within the village frameworks of Rural Centres, provided that adequate services, facilities and infrastructure are available or can be made available as a result of the development.
8. **South Cambridgeshire Development Control Policies Development Plan Document (2007)**
9. **Policy DP/2** (Design of New Development) - seeks to ensure that all new development incorporates a high standard of design that responds to the local character of the built environment.
10. **Policy DP/3** (Development Criteria) - states that permission will not be granted for proposals that would have an unacceptable adverse impact on (amongst other issues): residential amenity, from traffic generated, on village character, or from undue environmental disturbance.
11. **Policy CH/4** (Development Within the Curtilage or Setting of a Listed Building) - states that permission will not be granted for development that would adversely affect the curtilage or wider setting of a Listed Building.
12. **Policy CH/5** (Conservation Areas) - states that development proposals in Conservation Areas will be determined in accordance with PPG15.
13. **Policy TR/2** (Car and Cycle Parking Standards) - for dwellings, Appendix 1 gives a level of an average of 1.5 car parking spaces per dwelling, up to a maximum of two per 3 or more bedrooms in poorly accessible areas. Visitor/ service parking should not fall below 0.25 spaces per dwelling provided with 2 parking spaces).
14. **Cambridgeshire and Peterborough Structure Plan 2003**
P1/3 (Sustainable Design in Built Development) - requires a high standard of design and sustainability for all new development which minimises the need to travel and reduces car dependency

Consultations

15. **Sawston Parish Council** – Recommendation of refusal on the grounds of:
 - a) overdevelopment of the site;
 - b) poor access to site;
 - c) plans are not explicit as to the status of the flint wall on the southern boundary belonging to the farm next door.
16. **Conservation Manager** - No objection, as the design is based upon advice given to the applicant prior to submission of the proposal. Recommended conditions, requiring agreement of brick sample, natural slate roof, painted timber windows/doors and full details of the turntable including finishes.

17. **Trees and Landscape Officer** – No objection, subject to the design of foundations to take account of adjacent conifer tree roots.
18. **Local Highway Authority** – No objection, as the proposal should have no significant impact on the public highway. Recommendation that pedestrian visibility splays be shown at the entrance and protected by condition attached to the planning permission. Recommendation of an informative for Highway Authority consent for any works to alter a highway crossing.

Representations

19. Representations have been received from Nos 102, 104, 106, 106a and 121 High Street, and 31 Common Lane. The grounds of objection are:
- a) Is the flint wall to be removed? It is an old and attractive feature of the village. It provides part of the setting of Huntingdon House, a listed building and one of the oldest houses in the village.
 - b) Concern about the impact of the development on the setting of the Black Bull PH and the conservation area.
 - c) The turntable will be sited over a private right of way.
 - d) The development will cause obstruction to visibility to the farm driveway, which is used by heavy machinery
 - e) Additional traffic flow problems on this narrow and dangerous part of High Street when vehicles park on the driveway. There have been three accidents along this section of the High Street in the last eight months;
 - f) The same concerns apply as in the refusal reasons for S/1794/98/O and S/2204/03/F. Most previous applications have been refused because of the location, visibility, parking facilities and the issue of the ownership of the wall.
 - g) The change from a single-storey to a two-storey building would be very obtrusive to the cottages at 102/104 High Street.
 - h) Inappropriate degree of development on a very small site;
 - i) The measurements of the proposed building are larger than the existing shed;
 - j) Amenity impact on 102 High Street – proximity, overlooking, reduction in light, noise disturbance during construction and through occupation of house;
 - k) Any blockage to highway visibility to the north of the driveway onto High Street would be very dangerous.
 - l) The turntable will be unsightly to look at and will be noisy. This will appear industrial, and will be out of keeping with the character of the High Street.
 - m) The ramp up to the front entrance suggests that the house will be higher than shown.

Planning Comments

20. This small site has been the subject of thorough consideration in a number of planning decisions and appeals. This has been helpful in clarifying the planning issues relating to the development of the site for residential.

Overdevelopment

21. The proposed development will occupy the same footprint as the existing shed. It will provide some 50sqm of garden area to serve a 2-bedroomed house. This exceeds the provision for garden area made in S/0801/02/F. The density of development is 58 dwellings per hectare. The incorporation of a mechanical turntable and the provision of only one parking space have enabled more of the site to be provided for private amenity. Members will be able to assess this aspect on site.

Conservation

22. The proposal preserves the gap between the listed public house and the new dwelling. The design has been adjusted to improve its appearance in the street scene and conservation area, and the proposed external materials are appropriate in general terms, subject to samples being submitted. I agree that the preservation of the flint boundary wall is important, and if approved I recommend that a condition to achieve this is included. Similarly, I recommend that final details of the appearance of the turntable be submitted for approval. I consider that the proposal will preserve the setting of the listed building and the character and appearance of this part of Sawston Conservation Area.

Residential Amenity

23. I have noted the concerns of the occupiers of No.102 High Street about the potential harm to the amenity of this property from the development. The dwelling would be sited at the rear of this garden, on its eastern boundary. There would be a limited amount of overshadowing of the rear of the garden in the morning from the building, although at present tall conifer trees already have this effect. There would be no facing windows, and I recommend that a condition be attached to any consent granted to prevent such windows being constructed in the future. The height of the ridge, at 6.5m, is not likely to amount to an overbearing impact or serious loss of outlook to this property. I recommend that hours of construction be controlled by condition. The right of way through the site referred to by neighbouring occupiers is a private matter between the parties.

Highway safety

24. Restricted visibility to the south of the access onto High Street has been identified as a concern in previous applications, but has been accepted in respect of residential schemes (most recently in S/0801/02/F) as the extra traffic generated by the development would be limited. The current proposal differs from S/0801/02/F in that it shows only one parking space on site. In view of the central position of the site within the village, and the availability of alternative means of transport, I am satisfied that this level of provision is adequate. The visibility from the adjacent driveway northwards along High Street will not be affected by the development. The Highway Authority has requested that pedestrian visibility splays be identified and safeguarded by means of a condition.

Recommendation

25. Approval of application dated 1 September and accompanying drawings.

Conditions

1. Standard condition A – Time limited permission (Reason A)
2. SC5a - Details to be submitted:
 - a. sample of brick and details of brick bonding (Reason – In the interests of the character and appearance of the Conservation Area)
 - b. sample of natural slate as roofing material (Reason – In the interests of the character and appearance of the Conservation Area)
 - c. appearance of the mechanical turntable, including finishes. (Reason – In the interests of the character and appearance of the Conservation Area)
 - d. boundary treatments for all boundaries. (Reason – RC60)
3. Materials for use in external windows and doors shall be painted timber unless otherwise agreed in writing by the Local Planning Authority. (Reason – In the interests of the character and appearance of the Conservation Area)
4. No further windows or openings of any kind shall be inserted at first floor level in the western elevation of the building, hereby approved, unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf. RC23
5. The existing brick and flint wall on the southern boundary shall be retained in its entirety and shall be safeguarded from damage or collapse during the construction period. (Reason – In the interests of the character and appearance of the Conservation Area)
6. The mechanical turntable, hereby approved, shall be provided before the first occupation the dwelling, hereby approved, and shall thereafter be retained and maintained for the purpose of vehicular turning to enable vehicles to enter and leave the site in forward gear. (Reason - In the interests of highway safety)
7. Prior to the commencement of development, details of pedestrian visibility splays to be provided on both sides of the access shall be submitted to and approved in writing by the Local Planning Authority. The visibility splays shall be provided before the first occupation of the dwelling and shall be maintained free of any obstruction over a height of 600mm within an area of 2.0m by 2.0m measured from and along respectively the back of footway. (Reason - In the interests of highway safety)
8. During the period of construction, no power operated machinery shall be operated on the premises before 08.00 hours on weekdays and 08.00 hours on Saturdays nor after 18.00 hours on weekdays and 13.00 hours on Saturdays (nor at any time on Sundays or Bank Holidays), unless otherwise previously agreed in writing with the Local Planning Authority in accordance with any agreed noise restrictions.
(Reason - To protect occupiers of adjoining buildings from noise disturbance.)
9. SC5 - Foundation details (Reason - To negate the potential for damage to the new property from root movement and to avoid root severance which could make the conifer unstable and a potential hazard.)

Informatives

1. In respect of Condition 2 the Local Planning Authority recommends the use of gault clay facing brick laid in Flemish bond.
2. Local Highways Authority Informative.

Reasons for Approval

1. The development is considered generally to accord with the Development Plan and particularly the following policies:
 - **South Cambridgeshire Local Development Framework (LDF) Core Strategy, (2007)**
ST/4 (Rural Centres)
 - **South Cambridgeshire Development Control Policies Development Plan Document (2007)**
DP/2 (Design of New Development)
DP/3 (Development Criteria)
CH/4 (Development Within the Curtilage or Setting of a Listed Building)
CH/5 (Conservation Areas)
TR/2 (Car and Cycle Parking Standards)
 - **Cambridgeshire and Peterborough Structure Plan 2003:**
P1/3 (Sustainable design in built development)
2. The proposal conditionally approved is not considered to be significantly detrimental to the following material considerations, which have been raised during the consultation exercise: **scale of development; impact on the Conservation Area and setting of the adjoining listed building; neighbouring amenity; highway safety.**

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

- South Cambridgeshire Local Development Framework (LDF) Core Strategy, adopted January 2007
- South Cambridgeshire Development Control Policies Development Plan Document (2007)
- South Cambridgeshire Local Plan 2004
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning File ref

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee 7th November 2007
AUTHOR/S: Executive Director / Corporate Manager - Planning and
Sustainable Communities

S/1090/07/F – GILDEN MORDEN
Retrospective Change of Use from Agricultural Buildings to
Storage for Motor Vehicles for Mr Jackson

Recommendation: Approval for a limited period of 1 year

Date for Determination: 14th September 2007

Notes:

This Application was reported to the October Planning Committee for determination because the officer recommendation of approval is contrary to the response of the Parish Council. It was deferred at October Committee for a site visit.

Members will visit this site on 7th November 2007

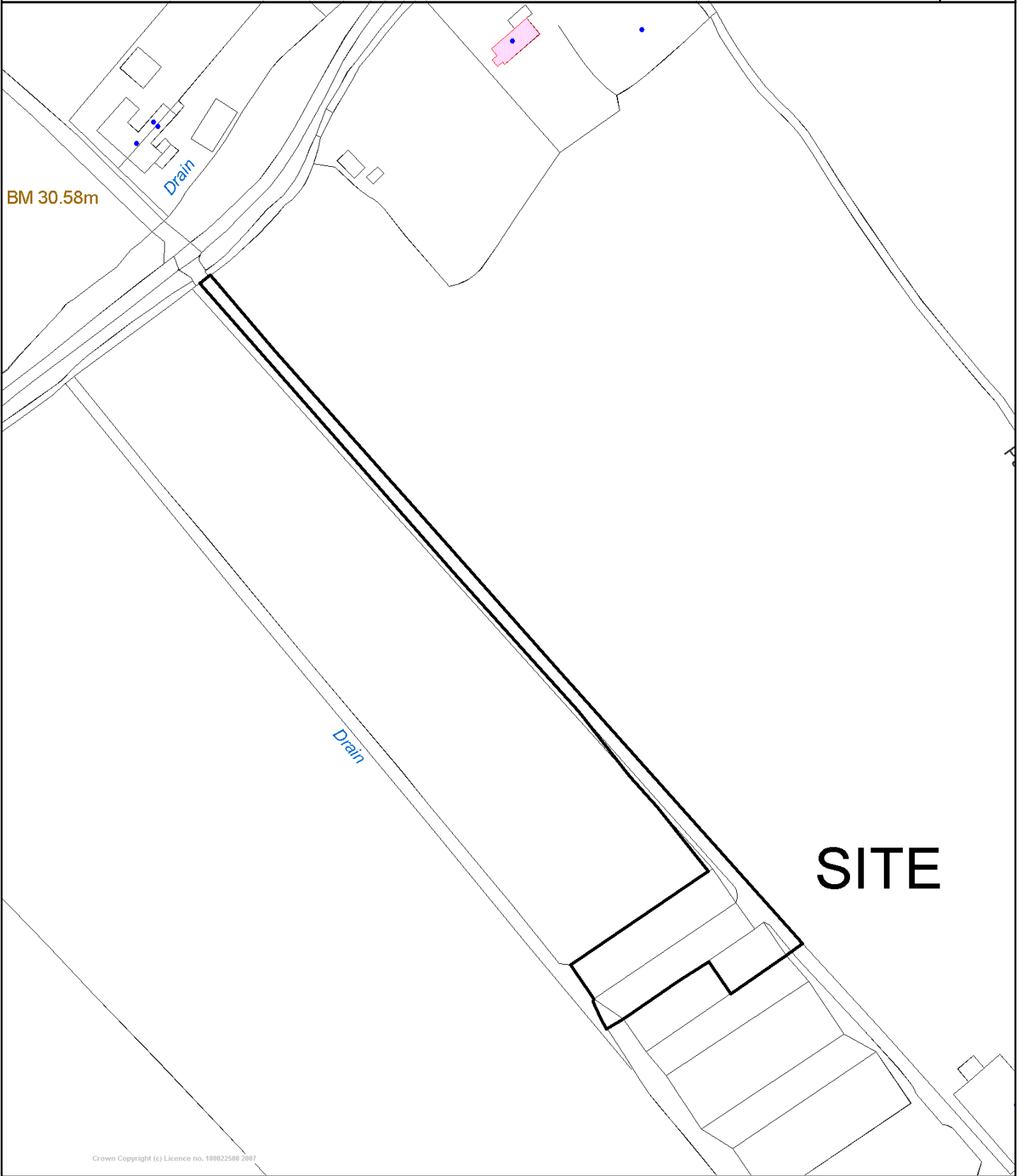
A copy of the October report is attached for reference.

Update

1. Since October Committee there have been no changes to the scheme. No further correspondence has been received and the Environmental Health Officer has made no further comment. Any comments between the writing of this report and November Committee will be reported verbally.
2. At October Committee Members deferred the application for a site visit but were also interested to know the planning history of the neighbouring barns. This has been looked into; concerns raised are being dealt with as a separate matter to that of the application site. Members are reminded that the determination of this application should be assessed individually on its merits.

Contact Officer: Saffron Garner – Senior Planning Assistant
Telephone: (01954) 713082

S-1090-07-F



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Scale 1/1250 Date 22/10/2007

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November 2007 Planning Committee

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee7th November 2007**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

**S/1597/07/F – GREAT SHELFORD
Flue (Retrospective Application) at 40 Church Street for F. Plaskassovitis****Recommendation: Approval****Date for Determination: 11th October 2007****Notes:**

This Application has been reported to the Planning Committee for determination because the officer recommendation is contrary to the recommendation of Great Shelford Parish Council.

Conservation Area**Site and Proposal**

1. No. 40 Church Street is a two-storey, semi-detached, late 17th century/early 18th century, timber frame/render and plain tile grade II listed cottage that is situated within the Great Shelford village framework. It lies within the conservation area, a protected village amenity area, and flood zone 2 (medium risk).
2. The application, registered on 21st August 2007, proposes retention of the existing 1.6 metre high stainless steel flue on the roof of the 19th century two-storey rear extension. It is situated on the north facing roof slope and projects 0.3 of a metre above the ridge of the extension. It is situated 4.5 metres from the boundary with the neighbouring property at No. 38 Church Street. The flue was re-sited from its original position approximately 5 metres to the east, adjacent to the valley of the main cottage roof and extension.
3. No. 38 Church Street forms the remainder of the semi-detached cottage. It has a breakfast room at ground floor level, and a bedroom at first floor level adjacent the boundary. The lounge and master bedroom lie beyond. The patio area is situated immediately to the rear of the lounge.

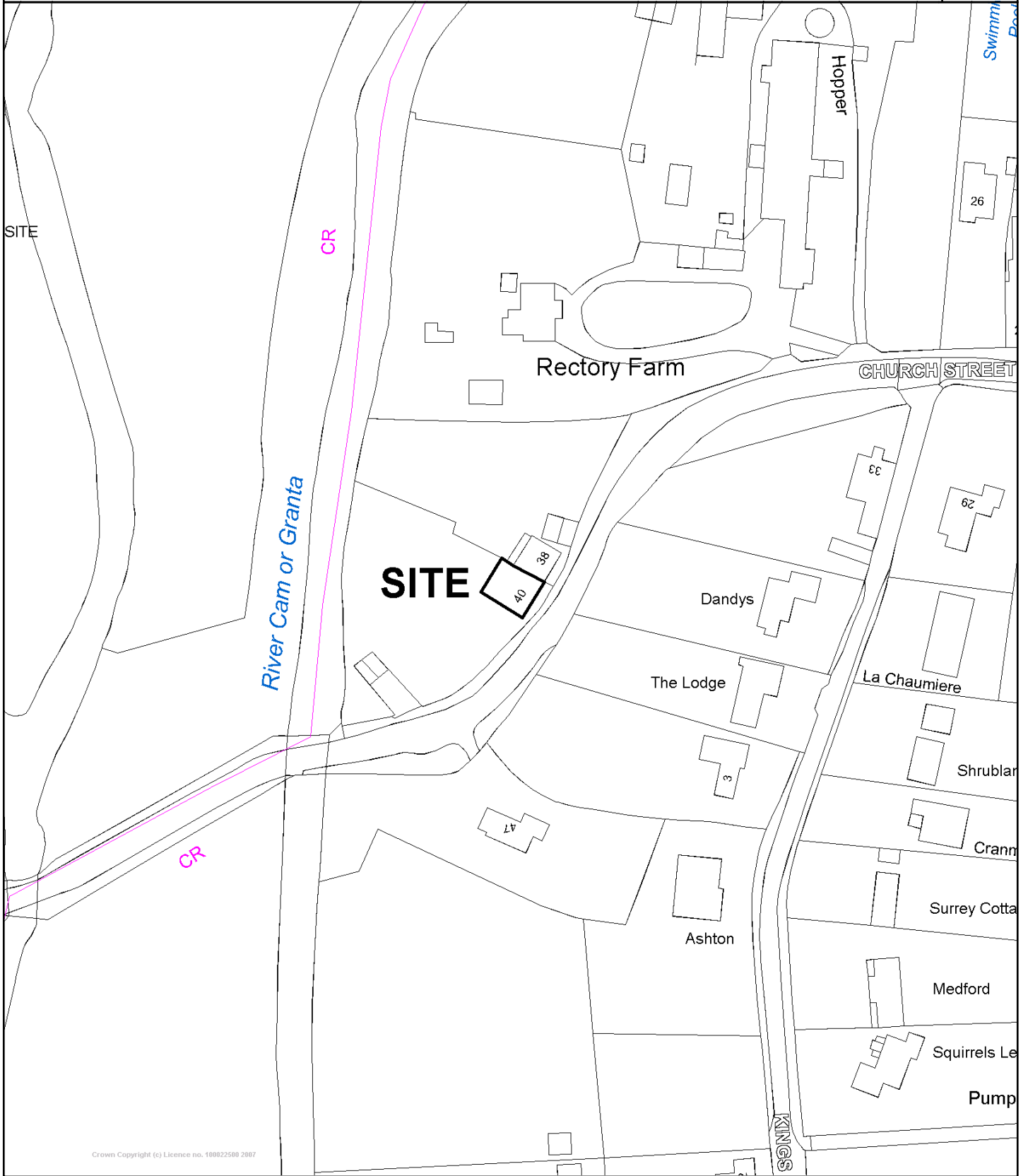
Planning History

4. Listed building consent was granted in 2003 for re-siting of metal flue to wood burner and conversion to chimney (reference **S/1431/03/LB**).

Planning Policy

5. Policy **P1/3** of the Cambridgeshire and Peterborough Structure Plan 2003 and Policy **DP/2** of the South Cambridgeshire Local Development Framework Development Control Policies 2007 seek to ensure that all new developments incorporate high standards of design that respond to the local character of the built environment.

S/1597/07/F - Great Shelford



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November Planning Committee

6. Policies **CH/3** and **CH/5** of the South Cambridgeshire Local Development Framework Development Control Policies 2007 state that applications that affect listed buildings and conservation areas will be determined in accordance with legislative provisions and national policy in PPG15.
7. Policy **CH/4** of the South Cambridgeshire Local Development Framework Development Control Policies 2007 states that planning permission will not be granted for development that would adversely affect the curtilage or wider setting of a listed building.
8. Policy **CH/6** of the South Cambridgeshire Local Development Framework Development Control Policies 2007 states that development will not be permitted within or adjacent to protected village amenity areas if it would have an adverse affect on the character, amenity, tranquillity or function of the village.
9. Policy **GB/3** of the South Cambridgeshire Local Development Framework Development Control Policies 2007 states that where development proposals are within the vicinity of the Green Belt, account will be taken of any adverse impact upon the Green Belt.
10. Policy **DP/3** of the South Cambridgeshire Local Development Framework Development Control Policies 2007 states that planning permission will not be granted where the proposed development would have an unacceptable adverse impact on residential amenity, village character, countryside/ landscape character, and/or flood risk, or result in environmental disturbance such as noise, odour, noxious emissions or dust.
11. Policy **NE/11** of the South Cambridgeshire Local Development Framework Development Control Policies 2007 states that applications in relation to flood risk will be judged against national policy in PPS25.

Consultation

12. **Great Shelford Parish Council** recommends refusal of the application and makes the following comments: -

“As the flue is in position and is obviously a nuisance to neighbours when in use, the Parish Council cannot support this application. The original listed building consent granted in September 2003 required that details of the height, bricks, mortar and coping to the chimney should be submitted to the LPA. This has never been done; in fact the height of the chimney has not been resolved. As a planning application was not submitted at the same time as the listed building application and the neighbours were not informed by S.C.D.C. of the latter application so could not express their concerns at the time, this retrospective application is an opportunity for all interested parties to resolve the nuisance issue.”

It also states the following in a letter dated 2nd October: -

“It has been brought to the notice of the Parish Council that the emissions from the flue are causing a nuisance to the neighbours. As this is not solely planning, listed building issue but also involves building regulation and environmental health, the council hopes representatives of the various departments could meet on site to try and resolve this long running issue.”

13. The **Conservation Manager** has no objections. However, the plans are inaccurate as they show the flue nearer the gable than its existing position.
14. The **Corporate Manager (Health and Environmental Services)** considers that there are no significant noise or environmental pollution impacts.
15. The comments of the **Building Inspector** are awaited and will be reported verbally at the meeting.

Representations

16. The occupier of No. 38 Church Street objects to the application. The main points of concern are summarised below: -
 - a) The position and height of the flue does not allow sufficient dispersion of the smoke, fumes and particulate matter;
 - b) The flue causes a nuisance and is prejudicial to health and the enjoyment and amenity of the property, especially when outdoors in the garden;
 - c) The flue is dirty, battered and constructed of metal and not considered to enhance the area or be appropriate on the roof of a 1660 timber frame cottage;
 - d) The application is in a conservation area and must be advertised on site;
 - e) The application is incomplete and does not take account of the representations received during the course of the listed building application;
 - f) The design and access statement is inaccurate and incomplete as it is believed that the flue is not replacing a legal structure;
 - g) The application does not address relevant building regulations and environmental issues; and,
 - h) The application should be refused and enforcement notice served so that the flue can no longer be used at its present height and position.

Planning Comments – Key Issues

17. The flue has been situated in its current position since November 2003 and it is currently an unauthorised development. This application seeks to regularise the situation. The main issues relate to the impact of the development upon the listed building, conservation area, green belt/countryside, environmental issues, neighbour amenity, and flood risk.

Listed Building

18. The flue is not considered to detract from the special character and appearance of the listed building itself or damage the setting of the pair listed cottages, as it does not dominate the listed building in scale, it is of traditional form and design, and is constructed of appropriate materials.

Conservation Area

19. The flue can be glimpsed from Church Street but it is not visually prominent to the extent that it has an unacceptable impact upon the appearance of the street scene and conservation area, as it is set back 11 metres from the road and is seen against the backdrop of existing buildings and vegetation. Whilst I acknowledge that it is

clearly visible from the rear gardens of No. 38 and 40 Church Street, I consider that it preserves the character and appearance of the conservation area and does not adversely affect the protected village amenity area, as it is seen against the backdrop of the roofs of the existing dwelling and extension.

Green Belt/Countryside

20. The flue is situated 35 metres from the boundary with the Green Belt/ countryside and would not be visually conspicuous in the landscape, given the dense screening along the rear boundary of the site.

Environmental Impact

21. The flue is not considered to cause an undue environmental nuisance to the neighbour or surrounding area through noise, odour, noxious emissions or dust. Whilst I acknowledge the concerns of the neighbour, the site has been visited a number of times and the flue has not been witnessed in use by the Council's Health and Environmental Services department. No statutory nuisance has, therefore, been proved through observation.

Neighbour Amenity

22. The flue is positioned on the roof, with its base being approximately 5 metres from ground level and 4.5 metres from the boundary of No. 38 Church Street. Its relationship with the neighbouring property is that it is 8 metres from the first floor bedroom windows in the rear elevation at an angle of 45 degrees and 0.5 of a metre higher, 10 metres from the first floor master bedroom at an angle of 20 degrees and 1 metre higher, 6 metres from the ground floor breakfast room windows in the rear elevation at an angle of 20 degrees and 3 metres higher, 10 metres from the lounge window in the side elevation at an angle of 90 degrees and 3 metres higher, and 10 metres from the ground floor lounge window in the rear elevation at an angle of 0 degrees and 3 metres higher.
23. Although visible from 40 Church Street, I do not consider that the flue seriously harms the amenities of the neighbour through resulting in a prominent development that is unduly overbearing in mass or by affecting the outlook from the main habitable room windows, patio and garden area of that property, given its position and height.
24. The flue does not result in a loss of light or significant overshadowing that harms the amenities of the neighbour.

Flood Risk

25. The flue is situated 35 metres to the west of the River Cam. As a result of its position on the roof of the dwelling, it does not increase the risk of flooding to the site and surrounding area.

Building Regulations

26. The flue projects 0.4 metres from the ridge of the roof of the extension. Confirmation is awaited from the Building Inspector as to whether the flue complies with building regulations Approved Document J.

Other Matters

27. The current plans that form the application are inaccurate, as they do not show the flue in its correct position. Amended plans have been requested.
28. A site meeting will be organised with the agent and representatives of the planning section, conservation section, building control section and environmental health department to discuss the application. Any comments will be reported verbally at the meeting.
29. The applicant no longer wishes to erect a chimney. As the consent is part implemented, there is no requirement that states that the chimney should now be constructed.
30. There is no statutory requirement to notify neighbours of a listed building application. However, a notice was posted on site and an advert placed in the local press. With respect to the current planning application, I can confirm that all relevant neighbours and statutory consultees have been notified, a notice was posted as close to the site as possible, and an advert placed in the local press.
31. I do not believe that the planning application is incomplete. The applicant does not need to justify the issues raised from the representations received during the course of the listed building application. The legality of the previous flue is not relevant to this application. The granting of any planning permission does not imply that the structure complies with building regulations and this is not a planning consideration that would normally be considered during the course of a planning application. The environmental issues will be considered during the course of the application.

Recommendation

32. Approval subject to receipt of amended plans that show the accurate position of the flue and the following condition:
 1. The flue shall be painted matt black unless otherwise agreed in writing by the Local Planning Authority.
(Reason- To ensure that the flue does not detract from the character and appearance of the listed building and preserves the conservation 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:**
P1/3 (Sustainable Design in Built Development)
 - **South Cambridgeshire Local Development Framework Development Control Policies 2007:**
CH/3 (Listed Buildings)
CH/4 (Development Within the Curtilage or Setting of a Listed Building)
CH/5 (Conservation Areas)
CH/6 (Protected Village Amenity Areas)
GB/3 (Mitigating the Impact of Development on the Green Belt)

DP/2 (Design of New Development)
DP/3 (Development Criteria)
NE/11 (Flood Risk)

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

- Cambridgeshire and Peterborough Structure Plan 2003
- South Cambridgeshire Local Development Framework Development Control Policies 2007
- Planning File References S/1597/07/F and S/1431/03/LB

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee7th November 2007**AUTHOR/S:** Executive Director / Head of Planning Services

S/1870/07/F – BAR HILL**First Floor Extension to Provide Additional Office Space at Chaps Ltd, 45 Viking Way
for Mr I Corney****Recommendation: Approval****Date for Determination: 28th November 2007****Notes:**

This Application has been reported to the Planning Committee for determination because the applicant is related to a Member of the Planning Committee.

Site and Proposal

1. 45 Viking Way is located within the Industrial Estate to the northeast section of Bar Hill, within the village framework. It is accessed from the internal estate road, which joins Saxon Way to the west. The building is currently single storey, with some storage space in the roof. It has a gently sloping monopitch roof above three offices, two storerooms and a reception.
2. To the east of the site is the delivery area serving the Tesco store. Units 49 and 50 to the south are two-storey industrial units with existing first floor accommodation. Units 47 and 48 to the northwest are also taller units, although there are no first floor openings. Unit 46 is single storey flat roofed, and unit 44 to the north is a single storey industrial unit.
3. The full application, registered 3rd October 2007, seeks the erection of a first floor to the building to create further office space. This would involve removal of a small area of storeroom to create a staircase to the first floor. The internal layout would also be altered at ground floor level to allow a kitchenette and archive area. The existing building has a maximum height of 4.4m. The eaves height for the proposal is 5.4m, with the roof ridge at 6.3m and 6.5m for the two gables created. The front entrance will remain in its existing position. The extension is required to allow for the expansion of the business.

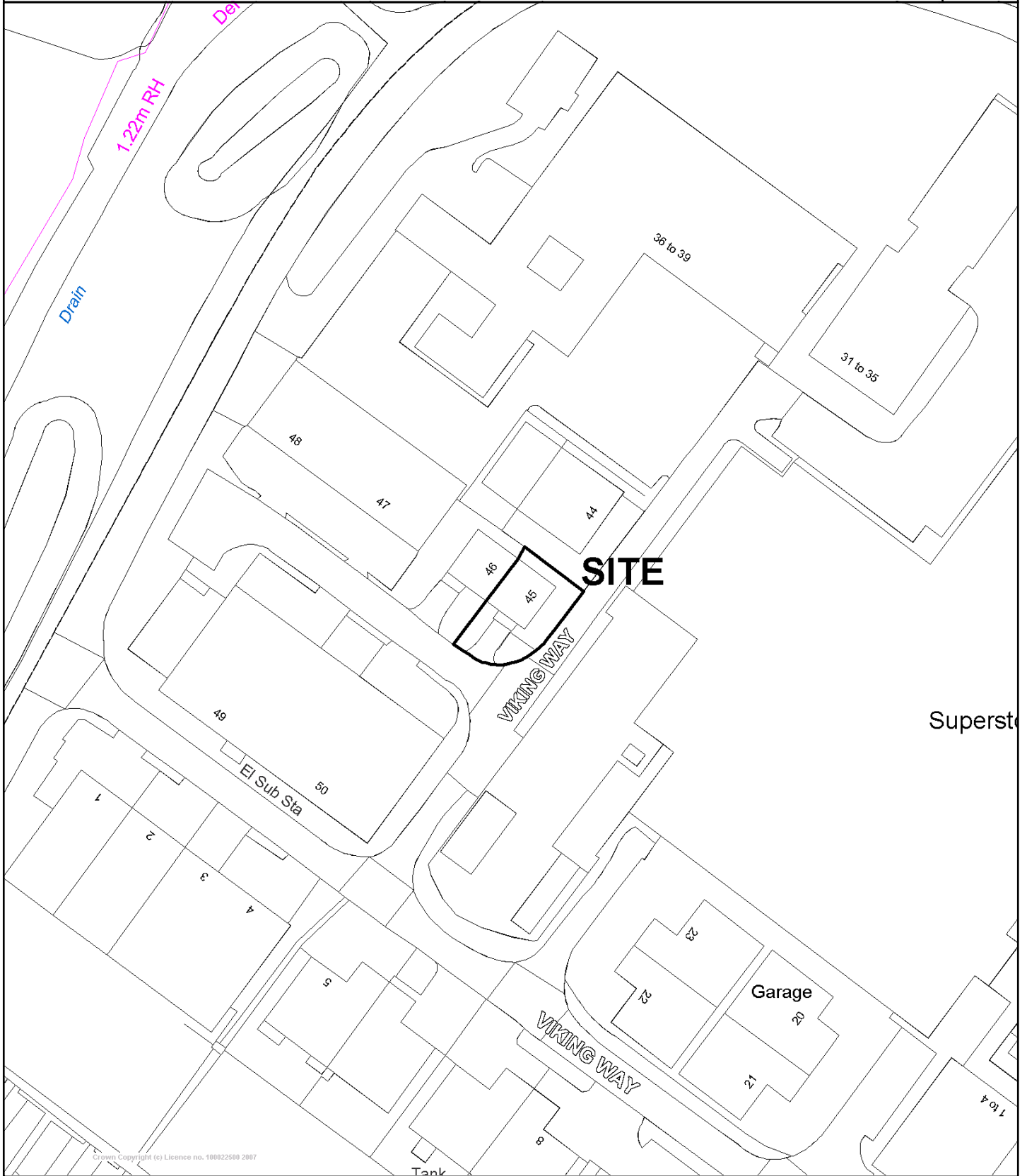
Planning History

4. There is no relevant planning history on the site.

Planning Policy

5. **Policy P1/3** of the Cambridgeshire and Peterborough Structure Plan 2003 requires a high standard of design and sustainability for all new development and which provides a sense of place which responds to the local character of the built environment. This policy is supported by **Policy DP/2** of the Local Development Framework Development Control Policies 2007 (LDFDCP) which seeks all

S-1870-07-F



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November 2007 Planning Committee

developments to preserve or enhance the character of the local area, and to be compatible with their location and appropriate in terms of scale, mass, form and siting in relation to the surrounding area. **Policy DP/3** of the LDFDCP 2007 adds planning permission will not be granted where the proposed development would have an unacceptable adverse impact on village character.

6. **Policy DP/1** of the LDFDCP 2007 states development will only be permitted where it is demonstrated that it is consistent with the principles of sustainable development. Applications should minimise flood risk, and give priority to brownfield sites
7. **Policy ET/5** of the LDFDCP 2007 relates specifically to the expansion of existing firms. Such development would be permitted if the site were within the village framework, is an “existing” business based in the Cambridge Area for a minimum of five years prior to the date of the application, and where it does not consolidate a non-conforming use or cause problems with traffic, noise, pollution or other damage to the environment.
8. **Appendix 1** of the LDFDCP 2007 states that within class B1 use, there should be a maximum of one parking space per 25m² of gross floor area.

Consultation

9. **Bar Hill Parish Council** – Recommend approval
10. **County Highways** – state car parking space no. 11 seems to be poorly located and may be difficult/impractical to use, possibly leading to an increase of vehicle manoeuvring on Viking Way. The manoeuvring space for the proposed cycle parking areas clashes with the proposed access ramp, which may mean that these spaces are not used increasing the possibility of nuisance parking in other areas of the site.
11. The Environment Agency has been consulted as the site partially lies within Flood Zones 2 and 3, and its comments will be reported verbally.

Representations

12. The consultation period for neighbouring occupiers ends on 29th October 2007 and Members will be verbally updated of any comments received.

Planning Comments – Key Issues

13. The three key issues regarding the application are the visual impact of the extension, the business need for the extension, and car parking provision.

Visual Impact of the Extension

14. The extension would be on top of the existing building, and would not cause any increase in footprint. The unit is located on an industrial park, and the adjacent buildings are of varying heights and are a mix of single storey and two-storey units. The addition of a first floor itself would not be out of keeping with the area. Although the site is on a corner, it would not dominate the local surroundings given the size of the adjacent buildings.
15. Included in the submitted plans is a colour plan of the proposed elevations. This shows the wall cladding to be a bright blue colour. A condition can ensure that a

suitable colour is used as the blue is considered inappropriate. A more subtle shade of blue may be appropriate.

Business Need for the Extension

16. Information within the submitted Design and Access Statement states Chaps Ltd have occupied the premises for the last 3 years. Policy ET/5 of the LDFDCP 2007 states a firm will only be considered “existing” if a significant element of its operation has been based in the Cambridge Area for a minimum of five years. Additional information was received by a fax message from the applicant dated 16th October 2007. This states that Chaps Ltd was formed on the 2nd February 2000 and has been based in South Cambridgeshire since formation. From 2002 to 2005, the headquarters were in Overcote Road, Over. A move to larger premises at Viking Way, Bar Hill followed in February 2005.
17. Although this date conflicts with the information within the Design and Access Statement, the business has been within South Cambridgeshire for a minimum five year period, and therefore can be described as an “existing” business in line with the policy. With regards to the other policy criteria, the site is within the village framework, and does not consolidate a non-conforming use.

Car Parking Provision

18. The site currently has a very informal parking arrangement. Within the red line, there are currently three spaces available to the front of the property, with a further gravelled area capable of parking a single vehicle or two interdependent spaces. To the south east of the building, there is space for five further vehicles and space for deliveries in front of the roller door. The application form notes there are only 7 spaces as existing, though this appears low.
19. The site plan shows parking for eleven vehicles. I note the comments from the County Highways Department regarding space 11, which is difficult to use, and would need to be accessed over land not owned by the applicant if space 10 were in use. This space cannot therefore be used independently.
20. Given the proposed parking layout, realistically only a maximum of ten parking spaces are available on site (plus space 11). The building has a floor area of approximately 280 sq m. The Council’s maximum parking standards state that eleven spaces should be required.
21. Although this cannot be physically achieved within the red line of the site, given the potential for interdependent use of space 11 on the site, the levels of parking are considered adequate in this instance. Policy DP/3 of the LDFDCP 2007 seeks car parking to be kept to a minimum. The information provided by the applicant states that only 10 movements to and from the site would occur per day. The proposed layout would be able to cater for such movements. Adequate cycle spaces are also provided.

Conclusions

22. The parking on site does not match the maximum Council standard if space 11 is not considered. However, given the projected vehicular movements on the site, it is thought the provided allowance would satisfactorily serve the site. The proposal does not have any materially adverse impact upon the street scene or character of the

area, and information provided shows the business is “existing” in terms of a South Cambridgeshire based firm.

Recommendation

23. Delegated approval, subject to any comments received from the Environment Agency and occupiers of neighbouring units.

1. Standard Condition A – Time limited permission (Reason A)
2. Sc 5 – the colour of the cladding and roofing system for the external walls and roofs

+ any conditions or informatives required by the Environment Agency

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);
 - **South Cambridgeshire Local Development Framework Development Control Policies 2007:**
DP/1 (Sustainable Development)
DP/2 (Design of New Development)
DP/3 (Development Criteria)
ET/5 (Development for the Expansion of Firms)
Appendix 1 (Standards for Car Parking Provision)
2. The development is not considered to be significantly detrimental to the following material planning considerations which have been raised during the consultation exercise:
 - Car parking arrangement
 - History of the business
 - Visual impact of the extension

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

- Cambridgeshire and Peterborough Structure Plan 2003
- South Cambridgeshire Local Development Framework Development Control Policies Development Plan Document 2007
- Planning Application File Ref S/1870/07/F

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee7th November 2007**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

**S/1807/07/F – BASSINGBOURN-CUM-KNEESWORTH
Extensions and Associated Alterations to 104 North End
for Mr and Mrs McCraith****Recommendation: Approval****Date for Determination: 14th November 2007****Notes:**

This Application has been reported to the Planning Committee for determination because the applicant is an elected member of South Cambridgeshire District Council.

Site and Proposal

1. Number 104 North End is a two-storey detached property with a ridgeline running in an east to west direction, which is parallel to the northern and southern boundaries of its spacious residential curtilage. The dwellinghouse has a tiled roof and is finished in a white render with mature hedging forming the boundaries of the site. The vehicular highway and public footpath of North End are located to the west of the site and there is open agricultural land to the east. Although outside the Bassingbourn village framework the property is located between two residential properties that have boundaries abutting those to the north and south of the application site.
2. The application received on the 19th September 2007 proposes to extend the dwellinghouse by way of a single storey lean-to element that continues the eaves of the northern elevation's roofline down to a height of 2.6m. In addition to the single storey element a two-storey gable end, with a ridge height and eaves height of 8m and 4.5m respectively, is also proposed. This gable end will be centrally located within the northern elevation and has a depth of 3.5m (from the existing northern elevation) and a width of 6.4m. The extension will be finished in a roofing material and render to match that of the original dwellinghouse.

Planning History

3. Outline planning consent was originally granted for the property at 104 North End at appeal in 1990 (**S/2049/89/O**), with the reserved matters application having consent granted a year later (**S/0096/91/D**).

Planning Policy

Cambridgeshire and Peterborough Structure Plan 2003

4. **Policy P1/3** 'Sustainable Design in Built Environment' states that a high quality of design will be required for all new developments and promotes more compact forms of development through higher densities.

Local Development Framework (Adopted July 2007)

5. **DP/2** 'Design of New Development' states that all new development must be of high quality design and should preserve or enhance the character of the local area.
6. **DP/3** 'Development Criteria' states that permission will not be granted for development that would have an unacceptable adverse impact upon issues such as residential amenity and village character.
7. **HG/6** 'Extensions to Dwellings in the Countryside' states that extensions to dwellings in the countryside will be permitted where the development is in scale and character with the existing dwelling and would not materially change the impact of the dwelling on its surroundings.
8. **CH4** 'Development within the Curtilage or Setting of a Listed Building' states that permission will not be granted for development that would adversely affect the curtilage or wider setting of a Listed Building.

Consultation

9. **Bassingbourn Parish Council** – Recommends that the application be approved.
10. **Conservation Manager** – Has no objection, though has requested that conditions be attached to any consent granted agreeing a sample of the roof tile and that all rooflights be conservation type and all windows to be painted timber.

Representations

11. Several representations have been received (E-mail and letter) from the owner/occupiers of the neighbouring listed building, 106 North End. Photographs have also been supplied, taken from the said neighbouring property, in order to illustrate the following objections:
 - (a) Loss of neighbour amenity through overlooking and the extension being unduly overbearing
 - (b) Impact upon the setting of the adjacent Grade II listed cottage (106 North End)
 - (c) Loss of property value and view
 - (d) Flooding
 - (e) Loss of screening
12. The neighbours have also questioned the accuracy of the plans that have been submitted.

Planning Comments – Key Issues

13. In determining this application I consider the material considerations to be whether the proposed extension would impact upon the setting of the adjacent listed building and whether it would have an unacceptable impact upon neighbour amenity.

Impact upon the setting of the adjacent listed building

14. Number 106 North End is a detached cottage set gable-on to the road. To the south of the dwellinghouse there is a tall, ridged roof double garage near to the boundary with the application site. The width of the listed cottage's curtilage is approximately

28m with the dwellinghouse being centrally located within it, leaving a distance of approximately 10m between the southern elevation of the listed cottage and the northern boundary of the application site. Given the degree of visual separation between the listed dwellinghouse and the application property the extension, which is subservient in form to the original dwellinghouse with the two-storey element screened by the aforesaid garage, is not considered to adversely impact upon the setting of the historic building.

Impact upon neighbour amenity – Overbearing

15. As with the impact upon the setting of the adjacent listed building the distances between the numbers 104 and 106 North End means that the impact upon neighbour amenity by virtue of the extension being overbearing is limited. Moreover although the two-storey element of the development will have a height of 8m the majority of its bulk will be located to the south of the neighbours' ridged roof garage at a distance of 1.3m from the northern boundary of the site. The rest of the development is single storey with an eaves height of 2.6m and will be almost entirely screened by the existing boundary hedge. In a telephone conversation with the neighbour concern was expressed about whether the boundary hedge would be retained. Given the distance between the development and the boundary hedge there is no reason why it should be lost. However in order to clarify this matter a boundary treatment condition will be attached to the decision notice if Members are minded to support the application.

Overlooking

16. In addition to the issue of being unduly overbearing concern has been raised about the potential to overlook the neighbouring property (number 106 North End). The proposed extension has openings that face both east and west, though the only north facing first floor openings are those of the new study and a rooflight to serve the existing en-suite, which already has a north-facing window.
17. Of these two openings the one with the greatest potential to overlook the neighbouring property is the window in the north elevation of the proposed study. Given the physical relationship between the extension and the neighbours' garage the view from the study window would be dominated by the roof of the garage, which has a ridge running from east to west. Any views of the front and rear of the neighbours' curtilage would only be possible at an acute angle. However given the distance between the first floor windows of both the properties it is considered appropriate to condition that this opening be fitted and permanently maintained with obscure glazing to limit the potential for overlooking.

Other issues

18. The neighbours have stated that during periods of heavy rain their property has flooded, and they are concerned that the additional built development would exacerbate this problem. Although the site does not fall within a flood plain it is considered reasonable to attach a condition requiring details of the surface water drainage to be submitted for approval. The final point relates to the neighbour's concern that the submitted plans do not accurately show the size of the property. In response to this the applicants' agent has confirmed that the plans are based on a survey of the site that he carried out himself.

Recommendation

19. Approval

Conditions

1. Standard Condition A – Time limited permission (Reason A)
2. Sc5a – Details of materials for roofs and windows (including rooflights)(Rc5a(ii))
3. The first floor window in the north elevation of the extension, hereby permitted, shall be fitted and permanently maintained with obscured glass.
(Reason - To safeguard the privacy of occupiers of the adjoining property – In accordance with policy DP/3 of the South Cambridgeshire Local Development Framework 2007.)
3. Sc60 – Details of northern boundary treatment (Rc60)
4. No development shall commence until details of surface water drainage have been submitted to and approved in writing by the Local Planning Authority; the development shall be carried out in accordance with the approved details.
(Reason - To ensure satisfactory drainage of the site.)

Reasons for Approval

1. The development is considered generally to accord with the Development Plan and particularly the following policies:
 - **Cambridgeshire and Peterborough Structure Plan 2003:**
P1/3 (Sustainable Design in Built Development)
 - **Local Development Framework; Core Strategy and Development Control Policies 2007**
DP/2 (Design of New Development)
DP/3 (Development Criteria)
HG/6 (Extensions to Dwellings in the Countryside)
CH/4 (Development Within the Curtilage or Setting of a Listed Building)
2. The development is not considered to be significantly detrimental to the following material planning considerations which have been raised during the consultation exercise:
 - Impact upon neighbour amenity – unduly overbearing and overlooking
 - Impact upon setting of adjacent listed building

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

- South Cambridgeshire Local Development Framework Core Strategy (adopted January 2007) and Development Control Policies (adopted July 2007)
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning File Ref: S/1807/07/F

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee7th November 2007**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

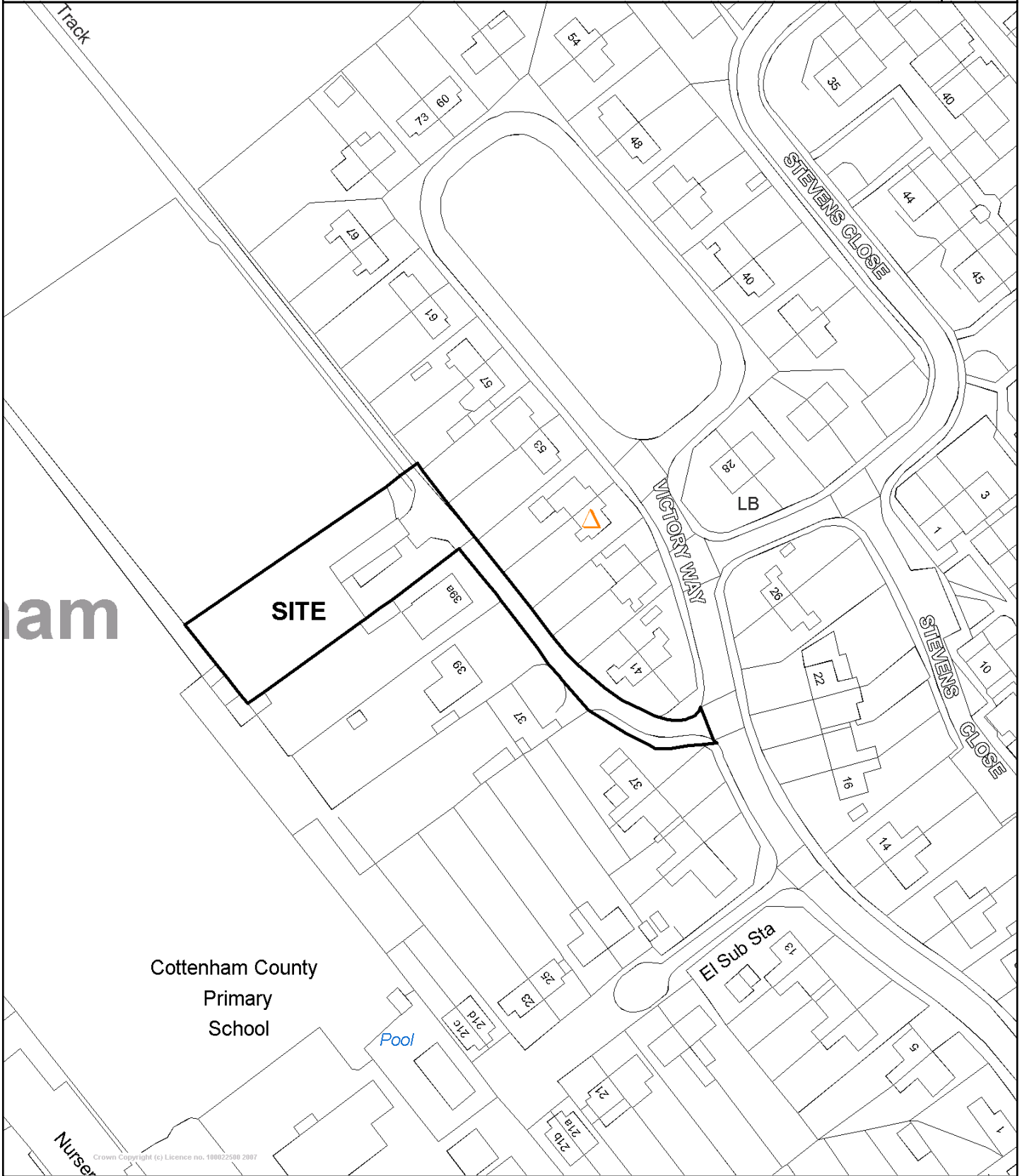
S/0476/07/O - COTTENHAM**Two Bungalows at Land adj. 39a Victory Way for A. Dean****Recommendation: Approval****Date for Determination: 8th May 2007****Notes:**

This Application has been reported to the Planning Committee for determination because it is a departure from the Development Plan to which objections on material planning grounds have been raised through representations.

Departure Application**Site and Proposal**

1. The site, measuring 0.15 hectares (ha), comprises a rectangular field containing a large timber shed raised off the ground on brick supports. There are two trees on the site, one at the front of the shed and one adjacent to the field access. It is located at the northwestern side of Cottenham, off Victory Way. It lies to the north of 39a Victory Way, a 1970s bungalow and its garden, with Cottenham County Primary School's playing field to the southwest and the rear gardens of houses fronting Victory Way to the northeast. The northwestern boundary of the site falls along the line of the village framework beyond which is open fields.
2. The site is accessed via an unmade track off the main part of Victory Way, serving as a private drive to nos. 37-39a Victory Way. This access is single track at present. Although used by the public, largely a dog-walking route, the access is private with no public rights of way across it.
3. This outline planning application seeks permission for two dwellings on land adjacent to 39a Victory Way, Cottenham at a density of 13.3 dwellings per hectare (dph). The scale and access are to be determined, with all other matters to be reserved. The scale of development is indicated as a pair of detached bungalows, while the access is via the existing private access. The track is to be widened to 4.1m on land that will have to be acquired from neighbours to achieve this. A turning head would be provided to the front of the proposed dwellings. Two options are indicated for turning areas at the front of the site, one being outside of the village framework. All affected landowners, including South Cambridgeshire District Council, have agreed to enter into a section 106 legal agreement to ensure that the access widening can be achieved.

S/0476/07/F - Cottenham



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November Planning Committee

Planning History

4. **S/1189/76/O** for the erection of a dwelling and garage on the front half of the site that is was refused on grounds of consolidating and extending a small group of bungalows in a location where existing dwellings are badly related to other properties in the area and served by a sub-standard access incapable of accommodating any extra traffic. An appeal was dismissed, the Inspector upholding both reasons for refusal.
5. **S/0104/88/O**, also for the erection of a dwelling and garage on the front half of the site, was refused for being outside of the village framework and again on the poor access being inadequate to cater for any increase in traffic. The site included the wider field, totalling 0.65 ha. The Inspector concentrated his comments on the impact on the rural character of the area and agricultural use of the site.

Planning Policy

Cambridgeshire and Peterborough Structure Plan, 2003

6. **PI/3 Sustainable Design in Built Development** of the Cambridgeshire and Peterborough Structure Plan, 2003, requires a high standard of design and sustainability for all new development, providing a sense of place appropriate to the location, efficient use of energy and resources and account to be taken of community requirements.

South Cambridgeshire Core Strategy DPD, 2007

7. **ST/5 Minor Rural Centres** includes Cottenham. Development or re-development up to a maximum scheme size of thirty dwellings is allowed within frameworks.

South Cambridgeshire Development Control Policies DPD, 2007

8. **DP/1 Sustainable Development** only permits development where it is demonstrated that it is consistent with the principles of sustainable development. The policy lists the main considerations in assessing whether development meets this requirement.
9. **DP/2 Design of New Development** requires all new development to be of a high quality design and indicates the specific elements to be achieved where appropriate. It also sets out the requirements for Design and Access Statements.
10. **DP/3 Development Criteria** sets out what all new development should provide, as appropriate to its nature, scale and economic viability and clearly sets out circumstances where development will not be granted on grounds of an unacceptable adverse impact e.g. residential amenity and traffic generation.
11. **DP/4 Infrastructure and New Developments** requires that development proposals should include suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. It identifies circumstances where contributions may be required e.g. affordable housing and education.
12. **DP/7 Development Frameworks** permits development within village frameworks provided that retention of the site in its present state does not form an essential part of the local character; it would be sensitive to the character of the location, local features of landscape, ecological or historic importance, and the amenities of neighbours; there is the necessary infrastructure capacity to support the development; and it would not result in the loss of local employment, or a local service or facility.

13. **HG/1 Housing Density** is set at a minimum of 30 dph unless there are exceptional local circumstances that require a different treatment in order to make best use of land. Higher densities of 40 dph will be sought in the most sustainable locations.
14. **HG/2 Housing Mix** sets a mix of at least 40% of homes with 1 or 2 bedrooms, approximately 25% 3 bedrooms and approximately 25% 4 or more bedrooms for housing developments of less than 10 dwellings. Accommodation should also provide a range of types, sizes and affordability to meet local needs.
15. **HG/3 Affordable Housing** at a level of 40% of all new dwellings on developments on two or more units is required to meet housing need. The exact proportion, type and mix will be subject to the individual location and the subject of negotiation. Affordable housing should be distributed in small groups or clusters. Financial contributions will be accepted in exceptional circumstances.
16. **SF/10 Outdoor Play Space, Informal Open Space and New Development** requires that all new residential development contribute towards outdoor space. The policy states the specific requirements, including that for small developments (less than ten units) it is expected that only informal open space be provided within the site. Contributions to off-site provision and maintenance of other types of open space will be expected in addition to this.
17. **SF/11 Open Space Standards** sets out minimum space requirements as follows: 2.8ha per 1000 people comprising 1) 1.6ha per 1000 people outdoor sport; 2) 0.8ha per 1000 people children's play space; and 3) 0.4ha per 1000 people informal open space.
18. **NE/1 Energy Efficiency** requires development to demonstrate that it would achieve a high degree of measures to increase the energy efficiency of new and converted buildings. Developers are encouraged to reduce the amount of CO₂ m³ / year emitted by 10%.
19. **NE/9 Water and Drainage Infrastructure** indicates that planning permission will not be granted where there are inadequate water supply, sewerage or land drainage systems to meet the demands of the development unless there is an agreed phasing agreement between the developer and the relevant service provider to ensure the provision of necessary infrastructure.
20. **NE/17 Protecting High Quality Agricultural Land** restricts development that will result in the irreversible loss of Grades 1,2 or 3a agricultural land unless land is allocated for development within the Local Development Framework or sustainability considerations and need for the development are sufficient to override the need to protect the agricultural value of land.
21. **TR/1 Planning for More Sustainable Travel** states that planning permission will not be granted for developments likely to give rise to a material increase in travel demands unless the site has (or will attain) a sufficient standard of accessibility to offer an appropriate choice of travel by public transport or other non-car travel mode(s). Opportunities to increase integration of travel modes and accessibility to non-motorised modes by appropriate measures will be taken into consideration. The Local Transport Plan road user hierarchy will also be taken into account in the determination of planning applications to ensure adequate emphasis has been placed on the relevant modes, although no modes should be promoted to the exclusion of others.

22. **TR/2 Car and Cycle Parking Standards** identifies maximum parking standards to reduce over-reliance of the car and to promote more sustainable forms of transport. Cycle parking should be provided in accordance with minimum standards.

Consultation

23. **Cottenham Parish Council** – Recommend that the application be approved, commenting that the turning circle should be within the village framework.
24. **Old West Internal Drainage Board** – State that there is no residual capacity within the Board's system therefore surface water drainage must be to soakaways.
25. **Corporate Manager (Health and Environmental Services)** – Recommends planning conditions to include construction hours using power operated machinery and piled foundations; and an informative regarding bonfires.
26. **Local Highways Authority** – Turning proposed is inadequate for a refuse vehicle and car to pass, the turning is not adequate for a refuse vehicle, cars parked in the access would block service or emergency service vehicles, 80m distance is too far for a refuse truck to reverse, bins would have to be wheeled more than the max of 50m for collection, the road would not be adopted and is not being made up to an adoptable standard.
27. **Building Control** – Written comments awaited, however it has been confirmed verbally that the access is suitable for fire vehicles.
28. **Environment Operations Manager** – No comments received.

Representations

29. Written objections have been received from occupiers of nos. 49, 51 and 57 Victory Way concerns raised include:
- (a) Existing problems with blockages in sewers could be exacerbated;
 - (b) An almost identical proposal for one dwelling on this site was refused and dismissed at appeal in 1977 on grounds that it would further consolidate the group of bungalows which are badly related to surrounding development and the sub-standard, narrow access; this application is for two dwellings on the same site area;
 - (c) Increase in traffic resulting in potential hazard to local residents, especially children, using the public highway;
 - (d) Encroachment into open countryside that would adversely affect the rural appearance and character of this part of Cottenham.
30. Cottenham Village Design Group comment that if turning can be overcome, the number and style appears appropriate subject to landscaping on the village edge.
31. The applicant has written stating that proposal is to connect to the public foul drain that runs to the rear of the site.
32. South Cambridgeshire District Council Housing and occupiers of nos. 37a, 39 and 39a have all confirmed in writing that they are willing to allow their land to be used to widen the access road and that they are willing to enter into a Section 106 agreement to secure this.

Planning Comments – Key Issues

33. The key issues to be considered in determining this planning application are density, character of the area, access, drainage and that the proposals are a departure from the development plan.
34. A density of 13.3dph is proposed, well below the standard usually required, however having had regard to the character of the area, existing form of development and limitations on development it is considered that a greater density on this site could not be achieved without subsequent harm to character of the area or the highway. Policy HG/1 does allow for densities below 30dph where there are exceptional local circumstances to require different treatment.
35. The site is on the village edge, however it is within the village framework, where development is permitted. The loss of grade 1 agricultural land is balanced against the benefit of providing two new residential units in a sustainable location. The area lost is very modest in size and will not significantly harm the objective of retaining, where possible, high quality agricultural land.
36. It is noted that previous decisions have refused development on this site on grounds that the character of the area would be harmed. This character has not significantly altered in the intervening period, however pressure for development and the availability of suitable sites has. While it is acknowledged that this site is not ideally suited for development a pair of modest bungalows, when seen against the backdrop of existing single storey development, will not significantly alter the character the area. It is also noted that any public views of the site are long distance.
37. The proposed widening of the access is acceptable to serve the number of dwellings. The main issues with it that has been raised by the Highway Authority is the practicality of using this access for refuse collections. It seems likely from subsequent discussions that a suitable turning area can be achieved and it would be appropriate therefore to require by planning condition a detailed design, including a vehicle tracking diagram.
38. Drainage can be achieved by connection to the existing foul drain and soakaways. These matters can be conditioned as such are not considered to be of significant concern as a consequence.
39. This application fails to provide provision for affordable housing or public open space, however the application followed pre-application advice from Officers, and was received on the 13th March 2007, prior to the adoption of the Development Control Policies DPD in July 2007. Negotiations have centred on securing the agreement of neighbours to the access widening and therefore it would be unreasonable to now require such contributions. The application is not of a sufficient scale or nature, or in allocation that would result in significant prejudice to the implementation of the development plan as such it is not required to be referred to the Secretary of State for determination.

Recommendation

40. Approve, subject to the conditions below:
1. SC1 a) siting of buildings, b) design and external appearance & d) the landscaping of the site - RC1
 2. SCB – RCB
 3. SCA Time limited permission – RCA
 4. Prior to the commencement of development a scheme for the means of provision of access widening proposals will be submitted to the Local Planning Authority. (Reason: to ensure that the necessary measures are in place that will enable the access widening to be provided, without which the scheme would not be acceptable)
 5. SC5a – Details of
 - a) materials for external walls and roofs (Rc5ai);
 - c) refuse storage accommodation (RC5c);
 - j) car parking (RC5j)add:
cycle storage (Reason: to ensure that adequate cycle storage is provided on site).
detailed layout of the turning facility, including a tracking diagram for refuse vehicles (Reason: to ensure that the turning facility is suitable for the turning of refuse vehicle and that it is provided within the village framework)
 6. Surface water drainage shall be to soakaways and foul drainage by connection to the public foul drain unless otherwise agreed in writing by the Local Planning Authority following submission of details of an alternative scheme. (Reason: To ensure the satisfactory drainage and disposal of foul water from the site)
 7. The two dwellings to be provided shall be in accordance with the mix set out in policy HG/2 of the South Cambridgeshire Development Control Policies DPD, 2007 (Reason: To ensure that balanced communities are achieved in accordance with the objectives of policy HG/2)
 8. Sc52 – Implementation of landscaping (Rc52)
 9. Sc60 – Details of boundary treatment (Rc60)
 10. Restriction of hours of use of power operated machinery

Informatives

1. In relation to condition 4 above, this scheme may be in the form of a Section 106 legal agreement involving all affected land owners.
2. See attached Environment Agency advice regarding soakaways.
3. Pile driven foundations.
4. Bonfires.

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
 - **South Cambridgeshire Local Development Framework Development Control Policies 2007:**
ST/5 Minor Rural Centres
DP/1 Sustainable Development
DP/2 Design of New
DP/3 Development Criteria
DP/4 Infrastructure and New
DP/7 Development Frameworks
HG/1 Housing Density
HG/2 Housing Mix
HG/3 Affordable Housing
SF/10 Outdoor Play Space, Informal Open Space and New Development
SF/11 Open Space
NE/1 Energy
NE/9 Water and Drainage
NE/17 Protecting High Quality Agricultural
TR/1 Planning for More Sustainable Travel
TR/2 Car and Cycle Parking Standards
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, traffic, character of the area and access.

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

- South Cambridgeshire Local Development Framework 2007
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning File Refs: S/1189/76/O, S/0104/88/O and S/0476/07/O
- Documents referred to in the report including appendices on the website only and reports to previous meetings

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee7th November 2007**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

(1) S/0986/07/F and (2) S/0987/07/O - FULBOURN**(1) Part Re-development for 120 Dwellings, Community Hall, Public Open Space and Landscaping, Together with Associated Car Parking and Roadworks;****(2) Re-development for 273 Dwellings, Community Hall, Public Open Space and Landscaping, Together with Associated Car Parking and Roadworks****The Windmill Estate, Off Cambridge Road/Haggis Gap/Windmill Lane
for Accent Nene Housing Society Ltd****Recommendation: Delegated Approval****Date for Determination: 8th January 2008 (Major Application)****Notes:**

This Application has been reported to the Planning Committee for determination because it involves Council owned land and objections have been received from local residents.

Site and Proposal

1. The c.6ha site is relatively flat and is located between Cambridge Road, Haggis Gap and Windmill Lane, with a small element to the west of Windmill Lane. Cambridge Road sits 1-2m higher than the site, which consists of 164 two and three storey systems built flat roofed dwellings and a Community Centre at the northern end accessed from Haggis Gap. Adjacent to the Centre and also within the site is an empty mobile building previously occupied by the Fulbourn Enterprise Centre. The dwellings date from the mid 1960's and are partly unoccupied. The Community Centre is a single storey pitched roofed building of similar vintage to the housing and is still in use. The existing housing layout is characterised by a predominance of terraced properties with open plan front gardens and large communal parking courts, interspersed with small amenity areas of open space.
2. There is a belt of mature trees on the northern Haggis Gap frontage and some mature pine trees on the western side of Windmill Lane. Within the site are generally smaller trees planted at the time of development. The Cambridge Road frontage has a good, low deciduous hedge in part, with conifer hedging towards the eastern end. There are small landscaped areas on some of the principle road junctions, particularly Cambridge Road/Haggis Gap. From this south-eastern corner of the site there are views southwards across open countryside.
3. The site is mainly surrounded by 20th Century, 2 storey, pitched roofed dwellings but there is a small, single storey sheltered housing scheme adjoining the northern boundary (Chaplin's Close) and a newly built bungalow served off Dunmowe Way, also adjacent to that boundary. On the Haggis Gap frontage, but excluded from the

S-0986-07-F - Fulbourn



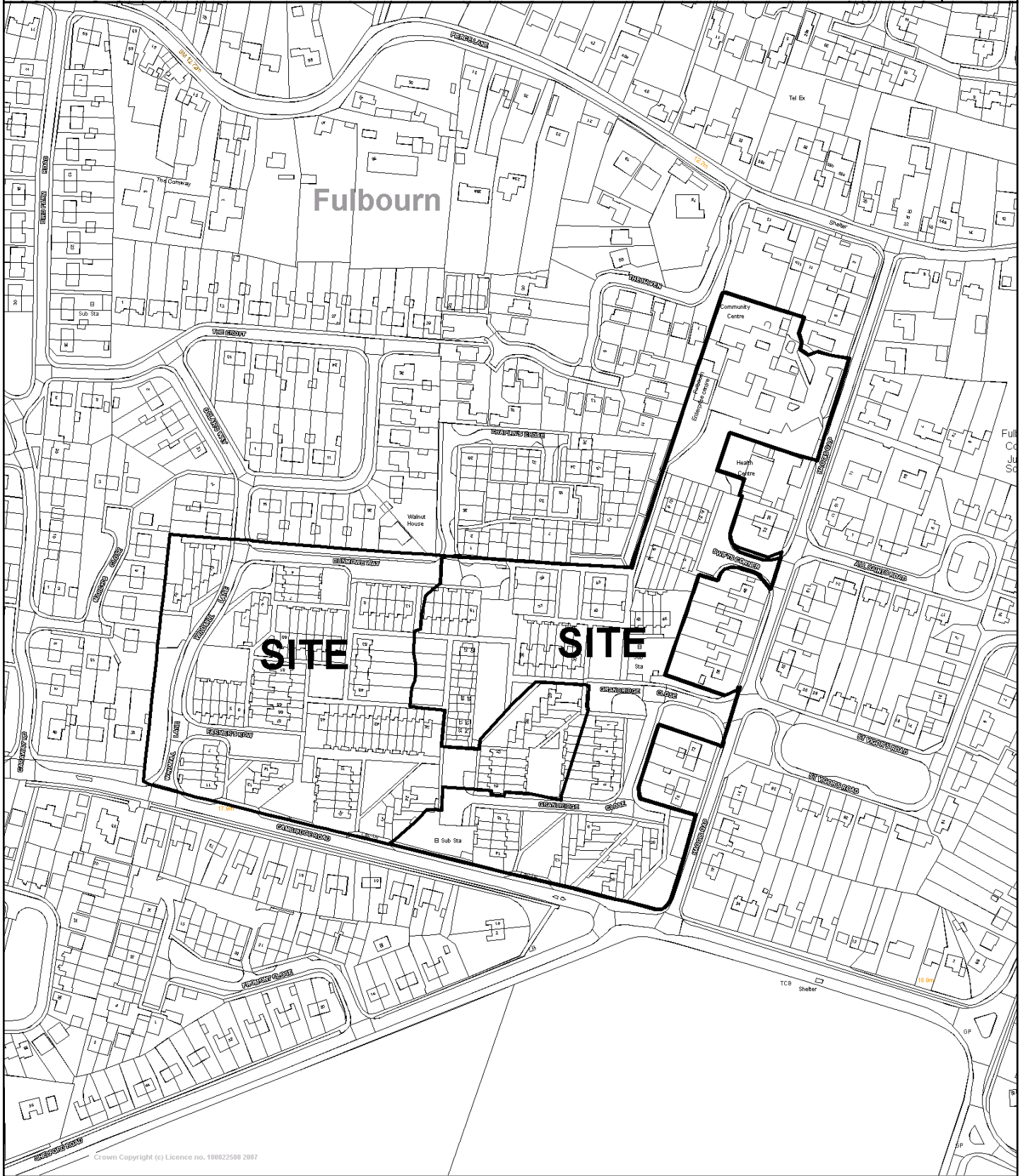
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S-0987-07-O Fulbourn



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amended site, is the village health centre, a single storey pitched roofed building with vehicular access from Haggis Gap and an associated parking area.

4. The full (Phase 1) application and the outline application were received on 23rd May 2007, and amended on 9th October 2007. Accompanying the applications were a Planning Statement, a Design and Access Statement, a Landscape Assessment, a Transport Assessment, a Flood Risk Assessment, a Renewable Energy Report, a Contamination Report, Water Conservation Strategy Statement, and a Sustainability Checklist.
5. The **Planning Statement** states the applications have been submitted following extensive pre-application discussions with the Council's Officers in addition to consultations with the local community and other interested parties.
6. The proposed layout of the site has been designed to provide for a range of residential accommodation appropriate to the context of the site. The scheme provides a mixed tenure of houses and flats, with affordable units 'pepper potted' throughout the site to provide an inclusive, mixed and sustainable community. The design principles seek to provide a high quality, modern and contemporary development appropriate in scale, bulk and massing to the surrounding area.
7. The proposed orientation, layout, form of construction and heating and ventilation systems will work together to provide optimum fuel cost efficiency and low carbon dioxide emissions. All the proposed units will have access to private external space, either in the form of a garden at ground level or balconies or terraces at upper levels.
8. The proposed accommodation consists of 2 bed, 3 bed and 4 bed houses, 2 bed bungalows and 1 bed and 2 bed flats.
9. Phase 1, as amended, proposes 120 units and covers the eastern half of the site (Grandridge Close, Swifts Corner and Haggis Gap), utilising the existing vehicular access points to the site. The Community Centre has a new vehicular access proposed off Haggis Gap. The accommodation is as follows:

1 bed flats	15 (including 3 above Community Hall)
2 bed flats	12
2 bed bungalows	10
2 bed houses	36
3 bed houses	33
4 bed houses	14

The density is approximately 36 dwellings per ha. 190 parking spaces are provided (including visitor parking), with an additional 12 spaces for the Community Hall.

10. The majority of the main proposed area of area of public open space is included, together with two separate L.A.P.s. Within the main P.O.S. are a L.E.A.P. and another L.A.P.
11. The outline application, which covers the whole site, proposes 273 units. All matters are reserved except access. An illustrative layout plan relocates Windmill Lane further eastwards and realigns Farmers' Row and Dunmowe Way. The proposed accommodation is:

1 bed flats	41 (including 3 above Community Hall)
2 bed flats	46

2 bed bungalows	12
2 bed houses	91
3 bed houses	66
4 bed houses	17

12. The density is approximately 44 dwellings per ha. A total of 397 parking spaces (including visitor parking) will be provided, including the 12 additional spaces mentioned above for the Community Hall.
13. The finalised central area of public open space is shown.
14. The proposal seeks to establish clear vehicular and pedestrian routes through the site and provide clearly defined connections to Cambridge Road and Haggis Gap, allowing for a continuation of the linkages to the adjacent community. The proposal will improve the existing road network creating a more permeable street pattern, through the avoidance of dead ends and pedestrian alleys, helping to create a more convenient area to live.
15. The scheme is subject to a phasing programme which seeks to limit the impact of the proposed development on existing residents of the estate as far as possible. Thus wherever possible it is intended that residents will only have to move once. It is proposed to commence Phase 1 in the north eastern part of the overall site. This will provide good road access to the new and existing dwellings via the existing Swifts Corner and Grandridge Close and allow a stock of new accommodation to be built up to accommodate residents relocating.
16. The target mix affordable housing represents 64% of the overall scheme, which is proposed to be split 70% social rented and 30% shared ownership tenure.
17. The scheme will accommodate both existing residents of the estate, as well as providing accommodation for additional households, with the target mix for the overall scheme comprising 55% pre-provision housing.
18. **The Design and Access Statement**, as amended, states the proposed development “creates an opportunity to establish a clear and legible layout with a well considered public realm’. The proposed design promotes ‘secured by design’ principles, whilst the streetscape recognises the importance of a pedestrian friendly environment and the centre of the development will embrace the qualities of a village green. The link to the historic centre of the village is important to maintain and is a positive attribute of the proposed scheme. The proposed layout takes advantage of the potential of the well established frontage to Cambridge Road by maintaining development and the traditional street frontage, whilst also addressing new clearly defined access and pedestrian routes linking through Windmill Lane and along Grandridge Close.
19. The residential scheme design philosophy is to have an un-fussy approach with clean lines which will reflect the nearby early 19th Century buildings, whilst making use of sustainable contemporary materials including timber and smooth render. The bulk and scale of the proposed units will tie in with the height of the existing housing. The 3 storey block have been sited to either overlook the central green space or at gateways to the scheme.
20. Dwellings of both traditional and contemporary appearance are proposed. Rooflines are varied and staggered.

21. The Community Hall is positioned adjacent to a mature bank of trees to maximise the landscape potential of this existing natural feature. It forms a public edge to the new development by forming a more civic area with the existing Health Centre on Haggis Gap. The car park is accessed from Haggis Gap to prevent large numbers of vehicle movements through the new estate. It has been designed to fit in with the proposed residential units in its use of similar building materials and its general form. The roof pitch reflects the traditional steep pitches of the units, and has been split into three gabled sections to reduce its bulk in relation to the existing residential units opposite.
22. The Statement emphasises the significant pre-application discussions with Officers, the Steering Group, the Residents Panel and the Parish Council through public meetings and events. A number of "Planning for Real Days" have been held in the village.
23. The existing estate was built using the Bison Wall Frame system of pre-cast reinforced concrete panels and concrete flat roofs. A number of the houses suffer from many of the problems associated with older, systems built housing e.g. leaking roofs, condensation, difficult/expensive to heat. The open plan gardens are often difficult to maintain and the car parks often remote from housing making it very difficult for them to be policed by their owners and leading to unauthorised parking on grass amenity areas. Access to the rest of the village by foot and car is poor, leading to a feeling of isolation. There is also a shortage of safe areas for children to play. There are problems of security and anti-social behaviour.
24. The existing estate is laid out in a series of straight and staggered terraces and the spatial network is incoherent and does not relate to surrounding streets, turning its back on neighbouring properties. The street pattern is a series of cul-de-sacs that do not connect well, giving rise to a network of routes that are difficult to navigate.
25. There are a number of mature trees within the site but none subject to a Tree Preservation Order. The significant trees on the Haggis Gap boundary and the pines on the western edge of the site will be retained.
26. Care has been taken to avoid the replication of the suburban architecture that surrounds the estate, instead looking to the original village settlement for appropriate forms and patterns.
27. An important visual link has been created east-west through the scheme linking the existing green space in St Vigor's Road (east of Haggis Gap) westwards through the new central green space.
28. An analysis of the townscape of the existing village is provided and illustrations of how the main themes will be incorporated in the development.
29. All new properties will have level access and thresholds at both front and rear doors. Where there are changes of level on the existing site, along Cambridge Road, pavements and access paths will be graded to arrive at level entrances. All new houses will have an accessible downstairs toilet.
30. A refuse collection strategy has been agreed with the Council during the course of the applications, with most bins stored to the rear of properties and access via parking courts.
31. Car parking is within the Council's maximum standards. Cycle storage will be in rear gardens for houses and in special stores for flats.

32. **The Landscaping Design Statement** includes an assessment carried out by arboriculturalists of diseased trees for removal and trees worthy of retention.
33. Suitable street trees will be selected being both ecologically sound and aesthetically pleasing. The proposed tree strategy will aim to maximise any vistas within the development, framing key features like the surrounding countryside and central park.
34. In places the new layout will clash with existing trees. Out of 122 existing trees only 22 are of significant importance and conflict with the proposed development, none of which are the best Grade A trees. Only 4 of the 22 are in Phase 1 of the development.
35. The Statement sets out the open space strategy for the scheme. The strategy aims to provide good quality open space throughout the proposed development so that it can be accessed by all. The central park area will act as a village green and be largely contained by footways/cycleways to enhance safety. The space is designed to allow a number of activities, and include a LAP, a LEAP and an informal kick-about space. Approximately 15% of the total space on site will be open space (excluding gardens), with a higher percentage in Phase 1. All houses have gardens, with communal gardens for flats.
36. Details of the open space and play strategy, general hard and soft landscaping, boundary treatment, street furniture, and planting strategy are given. It acknowledges the Bird and Bat survey carried out last year revealed the presence of protected birds and bats, and the importance of maintaining and enhancing the habitats for these creatures is critical to the success of the development.
37. Currently where bat and bird activity is found the landscaping aims to enhance the habitat. The proposed development has for the most part maintained the location of open spaces and areas of planting which will minimise disturbance.
38. A Community Art programme has involved the residents and the design team through a trip to a community arts group in London and consultation events. A community artist has been appointed who will work with the residents. Among the ideas generated are:
 - (1). A strong legible network of footpaths incorporating way markers and paving designs to lead people through the site into the village.
 - (2). The community could help design and build a meeting place for parents in and around the play spaces.
 - (3). Sculptural or environmental interventions - specially designed bird/bat boxes.
 - (4). Street lighting and railings specially designed to incorporate art.
39. **The Transport Assessment** covers issues relating to site accessibility and car parking provision. The report concludes the proposed development can be accommodated within the existing transport network.
40. The Council's policy of an average of 1.5 car parking spaces per dwelling equates to 409 spaces. A total of 397 car parking spaces are proposed. Whilst the level of parking is marginally lower than recommended, this is a maximum standard and parking below this level is considered acceptable and in accordance with the

principles set out in “Manual for Streets”, which seeks to limit parking, particularly in accessible locations.

41. The site is within 400m of a bus route offering services to a variety of destinations. The site is within reasonable walking distance of the centre of the village. Cycle infrastructure in the vicinity is of a good standard and the proposed layout has been designed with the needs of cyclists and pedestrians as a priority. Service access for the development has been considered and the layout can accommodate the movement of a range of large vehicles including refuse trucks. The road layout has been designed to remove opportunities for “rat running”, whilst at the same time providing a permeable layout for the benefit of pedestrians, cyclists and other vehicles.
42. The **Flood Risk Assessment** concludes the proposed development will not result in any detrimental impact on the existing floodplain and any of the surrounding properties. The development will involve the construction of a new surface water drainage infrastructure, and will discharge into the existing sewer in Haggis Gap. The proposed scheme ensures that future run-offs do not exceed current peak discharge rates through the use of on-site attenuation, which complies with current guidance on sustainable drainage systems. All foul water will be collected in a separate drainage system which will link to the existing Anglian Water foul sewer crossing the site.
43. The **Renewable Energy Report** states the scheme allows for the redevelopment of a previously developed site and all the residential units will achieve an Eco Homes ‘Very Good’ rating. The proposed orientation, layout, form of construction, and heating and ventilation systems will work together to promote fuel cost efficiency and low carbon dioxide emissions. In terms of renewable energy production solar thermal water heating is proposed which will achieve a 10% contribution from renewable energy sources (subject to viability). Energy efficient fixtures and fitting will be installed in all dwellings.
44. The **Contamination Report** concludes there are no risks to human health, controlled waters or further planting. Should evidence of contamination be identified during the development of the site, contact should be made with an environmental consultant.
45. The **Water Conservation Strategy Statement** states as part of the proposed redevelopment the following aspects have been considered:
 - (1) Water Consumption
 1. Water meters will be installed in all properties to monitor consumption.
 2. WC cisterns should be limited in size.
 3. Dual flush cisterns should be specified.
 4. Restrictor valves fitted to each outlet.
 5. The design of the domestic hot water installation should be configured to minimise dead legs and the wasted cold water associated with long dead legs.
 6. Accent Nene will actively encourage the use of water efficient white goods such as washing machines, but will not provide those in their homes.

(2) Water Recycling

1. Water butts will be provided to all properties, allowing the recycling of rainwater for gardening purposes.
2. Grey water recycling has been considered as part of the design work undertaken to date. Due to the technical requirements for keeping grey water separate from tap water and the requirement to provide storage for any rainwater harvesting which needs to be separate and in addition to the required surface water attenuation, grey water recycling has unfortunately not been found to be viable in this instance.

(3) SUDS

1. Sustainable drainage methods have been investigated as part of the design development undertaken to date. Infiltration methods such as soakaways have at this stage been discounted, due to the development site being located within/adjacent to a Source Protection Zone. Attenuation in the form of stormcell units has however been provided, ensuring adequate flood protection. The stormcell units are located throughout the development site, providing 'at source' attenuation of any run-off generated. As part of the detail design, additional research will be undertaken to investigate the potential for infiltration of rainwater run-off into the ground directly from the stormcell units. This would be achieved by replacing impermeable liners with permeable liners, allowing a recharge of the ground water to occur.

Planning History

46. The 164 dwellings were approved in the mid 1960's. The Community Centre was first approved as an infants' school in the late 1960's and converted to community use in the 1980's. The mobile buildings also date from the late 1980's.

Planning Policy

47. The following policies are relevant:

Cambridgeshire and Peterborough Structure Plan 2003:

48. **Policy P1/3** - Sustainable Design in Built Development - requires a high standard of design and sustainability for all new development.
49. **Policy P6/1** - Development Related Provision - states development will only be permitted where the additional infrastructure and community requirements generated by the proposals can be secured.

South Cambridgeshire Local Development Framework 2007:

1. *Core Strategy*

50. **Policy ST/3** - Re-Using Previously Developed Land and Buildings - states making efficient use of land through the re-use of previously developed land is central to the approach to delivering sustainable development.

51. **Policy ST/4** - Rural Centres - identifies Fulbourn and states development and redevelopment without any limit on individual scheme size will be permitted within village frameworks, provided adequate services, facilities and infrastructure are available or can be made available as a result of development.

2. Development Control Policies

52. **Policy DP/1** - Sustainable Development - states development will only be permitted where it is demonstrated that it is consistent with the principles of sustainable development, as appropriate to its location, scale and form.

53. **Policy DP/2** - Design of New Development - states all new development must be of high quality design and, inter alia:

- (1) Preserve or enhance the character of the local area.
- (2) Conserve or enhance important environmental assets of the use.
- (3) Include variety and interest within a coherent design.
- (4) Provide higher residential densities, and a mix of housing types including smaller homes.
- (5) Provide high quality public spaces.
- (6) Include high quality landscaping compatible with the scale and character of the development and its surroundings.

54. **Policy DP/3** - Development Criteria - states:

All development proposals should provide, as appropriate to the nature, scale and economic viability, inter alia:

- (1) Affordable housing.
- (2) Car parking, with provision kept to a minimum.
- (3) Safe and secure cycle parking.
- (4) Outdoor play space.
- (5) Safe and convenient access for all to public buildings.
- (6) Screened storage and collection of refuse, including recyclable materials.
- (7) A design and layout that minimises opportunities for crime.
- (8) Financial contribution towards the provision and, where appropriate, the maintenance of infrastructure, services and facilities required by the development.

It also states planning permission will not be granted where the proposed development would have an unacceptable adverse impact, inter alia:

- (1) Residential amenity
- (2) From traffic generated
- (3) On village character
- (4) On ecological, wildlife and archaeological interests.
- (5) On flooding and flood risk.
- (6) On recreation or other community facilities.

55. **Policy DP/4** - Infrastructure and New Developments - states planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to made the scheme acceptable in planning terms.

Contributions may be necessary, inter alia, for the following:

- (1) Affordable housing
- (2) Education
- (3) Public open space
- (4) Community facilities
- (5) Landscaping and biodiversity
- (6) Arts and cultural provision

56. **Policy DP/6** - Construction Methods - states where practicable, development which by its nature or extent is likely to have some adverse impact upon the local environment and amenity during construction and/or is likely to generate construction waste should, inter alia:

- (1) Recycle construction waste.
- (2) Prepare a "Resource Re-use and Recycling Scheme" to cover all waste arising during the construction.
- (3) Be bound by a "Considerate Contractors Scheme" or similar arrangement, including restrictions on hours of noisy operations.

57. **Policy DP/7** - Development Frameworks - states redevelopment of unallocated land and buildings within development frameworks will be permitted, provided that:

- (1) Retention of the site in its present state does not form an essential part of the local character.
- (2) Development would be sensitive to the character of the location, local features of landscape, ecological or historic importance, and the amenities of neighbours.

- (3) There is the necessary infrastructure capacity to support the development.
 - (4) Development would not result in the loss of a local service or facility.
58. **Policy HG/2 - Housing Mix** - states residential developments will contain a mix of units providing accommodation in a range of types, sizes and affordability, to meet local needs.
 59. **Policy HG/3 - Affordable Housing** - states proposals for housing developments will only be permitted if they provide an agreed mix of affordable housing. The amount of affordable housing sought will be 40% or more of the dwellings for which planning permission may be given on all sites of two or more dwellings. Within individual developments, the proportion and type of affordable housing will be the subject of negotiation with applicants. Account will be taken of any particular costs associated with the development (e.g. site remediation, infrastructure provision).
 60. **Policy SF/1 - Protection of Village Services and Facilities** - states planning permission will be refused for proposals which would result in the loss of a village service, including community meeting places, where such loss would cause an unacceptable reduction in the level of community provision in the locality.
 61. **Policy SF/6 - Public Art and New Development** - states in determining planning applications the District Council will encourage the provision or commissioning of publicly accessible art, craft and design works. The Policy will apply to residential developments comprising 10 or more dwellings.
 62. **Policy SF/10 - Outdoor Play Space, Informal Open Space and New Developments** - states all residential developments will be required to contribute towards Outdoor Playing Space (including children's play space and formal outdoor sports facilities) and Informal Open Space to meet the additional need generated by the development in accordance with the standards in **Policy SF/11**.
 63. **Policy SF/11 - Open Space Standards** - states the minimum standard for outdoor play space and informal open space is 2.8ha per 1000 people, comprising:
 - (1) Outdoor sport 1.6ha per 1000 people.
 - (2) Children's Playspace - 0.8ha per 1000 people.
 - (3) Informal Open Space - 0.4ha per 1000 people.
 64. **Policy NE/1 - Energy Efficiency** - states development will be required to demonstrate that it would achieve a high degree of measures to increase the energy efficiency of new buildings, for example through location, layout, orientation, aspect and external design.
 65. **Policy NE/3 - Renewable Energy Technologies in New Development** - states all development proposals greater than 10 dwellings will include technology for renewable energy to provide at least 10% of their predicted energy requirement.
 66. **Policy NE/6 - Biodiversity** - requires new developments to aim to maintain, enhance, restore or add to biodiversity. The District Council will refuse development that would have an adverse significant impact on the population or conservation status of protected species, priority species or habitat, unless the impact can be adequately mitigated by measures secured by planning conditions. Previously developed land will not be considered to be devoid of biodiversity. The re-use of such sites must be

undertaken carefully with regard to existing features of biodiversity interest. Development proposals will be expected to include measures that maintain and enhance important features whilst incorporating them within any development of the site.

67. **Policy TR/1 - Planning for More Sustainable Travel** - states planning permission will not be granted for developments likely to give rise to a material increase in travel demands unless the site has a sufficient standard of accessibility to offer an appropriate choice of travel by public transport or other non-car travel modes. The amount of car parking provision in new developments should be minimised, compatible with their location. Developments should be designed from the outset with permeable layouts to facilitate and encourage short distance trips by cycle and walking. Safe and secure cycle parking shall be provided.
68. **Policy TR/2 - Car and Cycle Parking Standards** - states car parking should be provided in accordance with the Council's maximum standards, to reduce over reliance on the car and to promote more sustainable forms of transport.
69. **Policy TR/3 - Mitigating Travel Impact** - requires applications for major residential development to be accompanied by a Transport Assessment.
70. **Policy TR/4 - Non-motorised Modes** - states the District Council will use its planning powers by ensuring that all new developments are designed at the outset to facilitate and encourage short distance trips between home, work, schools and for leisure.

Consultations (Both applications/Pre-amendment)

71. **Fulbourn Parish Council** approves both applications in principle but has the following concerns:
 - (1) Concern has been expressed by neighbouring residents and no direct loss of privacy should result. Boundary fences, hedges should be reinstated at no monetary cost to the existing residents. Parking courts proposed next to dwellings adjacent to the development should be gated to avoid possible nuisance and to ensure no loss of security.
 - (2) 3 storey buildings should be located well away from neighbouring properties to avoid overlooking.
 - (3) The proposed monopitch flats on the corner of Cambridge Road/Haggis Gap have the appearance of flat roofs and are out of character with the village. Pitched roofs are requested.
 - (4) Conditions required to ensure the disturbance to the village is kept to a minimum. This should include the Council's standard hours of work condition, contractor parking and mess on the surrounding roads. A wheel wash for lorries is required before vehicles leave the site.
 - (5) Consideration should be given to the safety of neighbouring areas, including the routes taken by school children to and from Primary School and the bus stops for the buses to Bottisham Village College. It is pointed out the site is next to a densely populated residential area.
 - (6) Access points and routes should be agreed with the Parish Council.

- (7) A designated area for site worker parking should be considered to avoid on street parking in Haggis Cap and elsewhere, which would cause obstruction and damage footways and verges.
- (8) A proper survey of trees should be undertaken and the best specimens retained. New planting should take into account the desirability of leaves not falling into neighbouring gardens.
- (9) The Police Architectural Liaison Officer should vet the scheme to ensure the proposed layout does not lead to 'rat running' through the scheme or excessive speeding.
- (10) Concern about surface water drainage. The land falls away towards Pierce Lane which has drainage problems. The impact of the drainage from the development on the rest of the village should be examined.
- (11) The density of the development is agreed as it is understood this is needed to facilitate the redevelopment of this large important site, but it should not set a precedent for the development of future sites in the village.
- (12) The Section 106 agreements should include the arrangements to maintain open spaces and landscaping.

72. **The Local Highway Authority** comments:

The applications at present have insufficient detail for a formal comment. The following information is required:

- (1) A plan showing the existing areas of adopted public highway that are to be stopped up under the Town and Country Planning Act.
- (2) All visibility splays onto Haggis Gap and any other existing highways must be shown. Unless empirical evidence to the contrary can be supplied the Highway Authority does not feel that the application of the principles contained within 'Manual for Street' is suitable for Haggis Gap. Clearly the internal road layouts should take full advantage of the ideology of this publication.
- (3) All the carriageways, footways, verges etc that the applicant wishes to become adopted public highway must be dimensioned, (details are given of appropriate dimensions) and a plan submitted of those areas to be offered for adoption.
- (4) The radii at the Grandridge Close/Haggis Gap junction are excessive and have the potential to encourage excessive entry and exist speeds. No footway is provided on the western side of Grandridge Close between Plots 71 and 101.
- (5) Particular concern is expressed about the design of Grandridge Close adjacent to Cambridge Road. Even with a screen of trees and hedge as shown, such an arrangement has the potential to increase the likelihood of accidents occurring as it may appear vehicles using Grandridge Close may be travelling on the wrong side of Cambridge Road. It would be preferable to remove this section of road. There is no objection to their being no direct link between the north and south sides of the development for cars as long as a clear and friendly route for pedestrians and cyclists is maintained.
- (6) 'Manual for Streets' infers car parking off routes such as Cambridge Road may be acceptable. The applicants should compare the advice with the empirical

data gathered for Cambridge Road before seeking the view of the Local Highway Authority.

- (7) Though provided with a series of traffic calming features Swifts Corner is very straight. The use of vertical features to control traffic speeds is now recognised as the least suitable method to be used on new development and horizontal deflection is now regarded as more appropriate.
- (8) Concern is expressed about the levels of 'end-on' parking provision. Whereas such parking is acceptable in private parking courts, it increases vehicle movements and is unacceptable in highway terms.
- (9) The draft proposal for parking for the Community Hall now shows access off Haggis Gap. The preference is for access still to be taken from Swifts Corner as originally proposed.
- (10) The Local Highway Authority may seek a contribution under Section 106 of the Town and Country Planning Act for mitigation measures resulting from the increase in traffic generated by the development.

The Transport Assessment is still being reviewed and further information has been requested.

73. **The Environment Agency** has no objections subject to the standard surface water drainage condition and informatives.
74. **Anglian Water** has no objections subject to the standard foul and surface water drainage condition and informatives. These include reference to the existing 225mm diameter public foul sewer crossing the site and the requirement to keep free from development and planting a strip extending 3m either side of its centre line.
75. **The Cambridgeshire Fire and Rescue Service** require the provision of hydrants in the scheme, to be secured by condition.

Access and facilities for the Fire Service should also be provided in accordance with Building Regulations Approved Document B5, Section 16.

76. **The Chief Financial Planning Officer** (County Council) comments on the full application that there is concern that adequate local pre-school nursery facilities, as well as secondary school accommodation at Bottisham Village College, is not available to meet demands that can be expected to arise from the development. A financial contribution is required by way of a S106 Legal Agreement.

The comment on the outline application is still outstanding.

77. **The Architectural Liaison Officer** (Cambridgeshire Constabulary) held pre-application discussions with the Applicants, and welcomes the principle of the redevelopment of the site. As a result some of the adjoining parking courts have been removed and the size of some courts reduced.

Access to the flats proposed above the Community Hall should have separate access via the main road rather than the car park. Access control/CCTV should be considered to the Hall car park given the potential for vehicle crime.

Generally curtilage parking arrangements are preferred but where this is not possible small courts of no more than 8 spaces, within view of routinely occupied rooms of the owner's dwellings. The provision of visitor parking in courts should be avoided.

Parking to the rear of some plots serve up to 12 dwellings, while that to the rear of Plot 114 serves 9 dwellings with additional access required to a recently erected bungalow adjacent to the site. The bungalow's access will be via a parking court, which is undesirable as it is an invitation to public access.

The parking court to the rear of Plots 90-96 with 11 spaces, serving only 7 dwellings, exposes the rear of 9 dwellings and is not gated. It is recommended that gates to rear parking courts are electronically operated to ensure effective security. LAPs and LEAPs should be able to benefit from high levels of surveillance from dwellings. The house on Plot 43 should be orientated to face the LAP.

The parking adjacent to the LAP next to Plots 21-31 is in too close a proximity, which could lead to vehicle damage. A buffer zone is required.

Concern is expressed about the area of land to the north of Plot 97, part of which is outside the site boundary. This provides rear access to a number of adjoining dwellings and could become an informal gathering area, to the annoyance of residents. A 1m planting strip is suggested along the side of Plot 97, and consideration should be given to the inclusion of the open space within the curtilage of surrounding dwellings.

Lighting for roads, foot/cycle paths and parking courts should be by means of column mounted white down lighters to BS5489 - Code of Practice for outdoor lighting.

78. **The Council's Housing Development and Enabling Manager** welcomes and supports the applications and states the Windmill Estate is one of the main priorities for redevelopment in the Strategic Housing Department. The ownership of the existing properties that are currently owned by the Council would be transferred to the Applicant (preferred partner for this project) as and when they become vacant to facilitate redevelopment.

In 2003, Nene Housing Society were appointed by the Council to deliver options on the future management of the Estate. In May 2005 it was agreed that Nene would commission a detailed proposal for the redevelopment of the Estate with the full involvement of estate residents and other local stakeholders.

Intensive consultation exercises have since been conducted to ensure that the residents are full aware of the progress being made. A Council survey conducted in 2004 found that 57% of all the respondents on the Estate were in favour of the full redevelopment.

The primary objectives of this project are:

- (1) To create a new estate that is opened up to the wider community of the village. There will be a mix of tenures including private sale housing consistent with market demands in the local area.
- (2) To maximise affordable housing provision on site to promote a sustainable community in accordance with local, regional and national housing policy objectives.

Given the size and value of the site it has been necessary to obtain the consent of the Secretary of State to dispose of it. This has now been granted.

The applications have been considered by the Steering Group for this project which is chaired by the Council's Housing Portfolio Holder. The scheme is very much supported.

79. The Council Landscape Design Officer states:

Proposed Trees

- a) A large number of trees proposed for rear gardens, some in fairly tight situations e.g. plots 91-94. Most are small trees, and may have limited impact outside the immediate area. Consideration should be given to providing a fewer number of larger trees where space permits - eg plot 72 - which can add more structure and character to a housing group - perhaps linking visually with large retained trees such as the existing conifers.
- b) The majority of the proposed street trees are in fairly tight front gardens and the species proposed - Fraxinus ornus, Tilia 'greenspire' and Sorbus aria may be too large for many of the frontage plots.

Existing Trees

- a) Some trees shown as retained are in fairly poor condition - eg those in plots 97-102 - and consideration should be given to their removal and replacement planting.
- b) Some of the mature, retained trees - eg the birches fronting plots 21-31, and the conifers adjacent to plots 184, 191 and 195 - may well suffer considerable damage during construction due to proposed car parking bays placed at a distance of less than 1.0m from the trunk. Obviously if these trees are viable then they should be retained, and the car parking must be adjusted to accommodate this.

Frontage Landscaping

- a) The planting schemes should be fairly simple using a limited number of plants to aid the development of character areas. In some areas consideration should be given to traditional 'village' style herbaceous/mixed planting rather than the standard residential palette of evergreen shrubs.

Bin Stores

- a) Could bins be stored at the rear of the properties? - eg in space claimed from gardens at plots 97 (huge), 89, 68 and 90. No matter how well designed accommodating 100 plus bins on the frontages facing the LEAP is going to be difficult.

Central LEAP

- a) This space has a good deal of potential and benefits greatly from the largely vehicle free perimeter. The idea of the green running up to the surrounding houses (like Barrington) is interesting and should be explored.

- b) I would not like to see Chaplins close and Grandridge Close joined as useful open space and the benefits of safe, direct pedestrian access will be lost, with the western end of the LEAP (Lap) becoming isolated with limited potential use.
- c) This large central space would benefit from a stronger tree planting scheme than that currently proposed - i.e. Silver Birch, Pine and Rowen.
- d) Suggest that banking and mounding around the LEAP is kept to a minimum as the loss of longer views across the area and connections between the surrounding housing would outweigh the benefit of screening equipment (need high mounds) or the play value. A simple space (eg Cottenham, Waterbeach) may be best.

Haggis Gap Lap

- a) Fairly shady area and grass/groundcover may struggle - consideration given to retaining only one tree in this area.

80. The Council's Trees and Landscape Officer states:

- (1) There has not been a comprehensive tree survey of the site submitted, and there are conflicts between the site layout plan and the Landscape proposals in terms of replacement trees.
- (2) A full constraints plan in accordance with BS5837 should be submitted to provide detail of root protection areas and mitigation within these areas where required.
- (3) No objection to the removal of the trees in Plots 55 and 56.
- (4) There is a mature multi-stem sycamore adjacent to Plot 52 and an existing dwelling. No objection to its removal, but it should not be replaced in such close proximity to existing dwelling.
- (5) The LAP adjacent to Haggis Gap - there are 2 poor specimen trees for removal not one.
- (6) Opposite the LAP referred to above there is an existing mature tree. New trees should not be planted in such close proximity as they will become a nuisance.
- (7) No objection to the removal of trees in Plots 2, 7 and 16. It is recommended the Acacia adjacent Plot 7 is removed as they have inherently weak branch unions and are prone to failure in maturity.
- (8) Objection to the removal of the hedge running along the western boundary, and its replacement with trees. This is a maturing hedgerow which requires some maintenance to bring it back into a manageable state. When the hedge is opposite Plot 21 it becomes patchy. Given the space and proximity to properties in Chaplins Close the preference is for a mixed hedge of non-thorny species with standard trees.
- (9) No objection to the removal of the trees identified on Plots 74, 80, 81, 83, 89, 91, 97, 98, 102/103; the other trees identified are of very poor quality and their retention is not desirable. Two silver maples showing signs of die back and have bark wounds, the cherry will obstruct the gardens of Plots 102-103 and

have the potential to cause issues with surface rooting once the ground is disturbed.

- (10) No objection to the removal of trees in Plots 113, 119, 129, 146, 151, 163, 164, 167, 182.
- (11) No objection to the removal of the trees on the LEAP.
- (12) The 4 silver birch for retention are over-mature species for the location. The proposed road, footpaths, and parking all within the root protection area will be detrimental to the trees. The area layout should either be changed or the trees removed and replaced with standards which are provided with suitable planting pits and rooting conditions and secured with ground anchors.

81. **The Council's Ecologist** states:

"Following visits to the site to monitor the success of the uptake of the temporary swift nest boxes it has become apparent that the birds are somewhat more loyal to their original nest sites than was envisaged. The phased approach to the redevelopment will be very important if the birds are not to be displaced. Furthermore the type of nest site may also be important. The birds on this site have been used to entering holes in buildings and may not take willingly to external mounted boxes. I am of the opinion that a large number of potential sites need to be created within the internal construction of the new dwellings if the swift population is to be retained and given a chance to re-achieve its current size (some short-term drop is probably inevitable. The location and type of nest sites can be dealt with by condition but the fact should be accepted that internal nest sites will most definitely be required.

The integration of swift boxes within some form of public art structure is still welcomed (perhaps this could incorporate means for incorporating speakers which can then be used to play swifts' calls to draw the birds into a new nest site - this honestly works.)

Properties identified as having potential for bats should be taken down as detailed in the ecology report.

The provision of nest boxes for house sparrows and starlings is simpler where a phased approach and vegetation retention is achieved.

Condition:

Prior to any form of development or demolition full details of the nesting measures to be provided for swifts, house sparrows and starlings shall be submitted for approval. The plot locations and elevations shall be provided. The scheme shall be monitored for a period of three years from the completion of the development with an annual report provided to the Local Planning Authority following the cessation of the bird breeding season in September. Reason: PPS 9 seeks to maintain, enhance or restore biodiversity. The conservation of swifts, house sparrows and starlings in the context of this development is considered to be locally important."

82. **The Corporate Manager (Health and Environmental Services)** suggests a standard condition controlling hours of operation of power operated machinery during demolition and construction, to minimise noise disturbance on neighbouring residents, together with informatives.

83. **The Environment Operations Manager** comments:

- (1) Plots 103-107 exceed the walking distance for waste collection as per the Council's policy.
- (2) Plots 107-113 can be accessed from Dunmowe Way but there is no provision for collection vehicles turning round and leaving in a forward gear. Similarly, that part of Grandridge Close serving plots 74-82 does not allow turning facilities.
- (3) The bin stores for the flats are not shown in sufficient detail. They must be accessible by the collection vehicle which should be able to drive to within 10m. Further information is required.
- (4) The storage facilities for the Community Building need to be considered.

84. **The Cultural Services Manager** identifies a shortfall in the amount of public open space included in the scheme, requiring off-site capital contributions for children's and formal sport. This is particularly important because there is an existing deficiency of open space in the Village.

85. **The Arts Development Officer** states;

"The Landscape Design Statement includes consultation outcomes only and is not sufficiently detailed. The Council need to see artist's plans and proposals that have emerged from the discussions with architects and residents. A public art plan for the Windmill should include a description of the works and phasing, ownership and management, decommissioning and, preferably, some indication of anticipated costs both of manufacture and installation and for maintenance. This could be added as an appendix to the document. Nene Accent use the term 'community art' to describe the arts works, suggesting significant social engagement. This goes beyond the public realm and landscape design and should be integrated in a community development plan. Is there a statement for this aspect of the development?"

Representations (both applications/pre-amendment)

86. 13 letters have been received, 11 raising concerns, 1 supporting the applications, and 1 seeking further clarification. Of these, 3 letters were from within the application sites, including the letter of support. These can be summarised as follows:

- (1) The 4 year consultation period with local residents has been badly handled by the Applicants, and they feel bullied because they do not wish to sell. They like their current houses which have bigger rooms and are set back further from the road. The financial offer made for their properties is unacceptable.
- (2) The density of the proposed development is too high with inadequate car parking. Originally Nene proposed 220 houses - now 276.
- (3) The present green spaces will be lost and the proposed development has fewer areas. The existing open area at the Windmill lane/Cambridge Road junction will be lost with the realignment of the Lane. Currently forms a natural break between the Estate and March's Close, and a "soft" approach to the village.
- (4) Mature trees will be lost.
- (5) Houses proposed too urban, too high and will lead to overlooking.

- (6) Increase in number of houses will dramatically increase traffic in a village that is already congested e.g. High Street.
 - (7) Realignment of Windmill Lane will bring traffic closer to houses.
 - (8) Removal of lay-by on Haggis Gap will lead to dangerous on-road parking.
 - (9) Applicants say terraced properties may have to be demolished either side of those where the owners are not prepared to sell. More research is needed on the feasibility of this - may require permanent bracing to side walls for lateral stability.
 - (10) Following the completion of Phase 1, the Applicants should look at refurbishing the remainder of the Estate.
 - (11) Rebuilding the Community Centre is totally unnecessary - current users find the facilities adequate. The flats above will limit use. No provision has been made for disabled drivers.
 - (12) The letter of support does not give any justification for the statement.
87. Turning to the letters from neighbouring residents, 3 residents in March's Close are concerned that the scale (2 and 3 storey) and the proximity of the dwellings will be overbearing and result in overlooking.
 88. 3 residents in Haggis Gap are concerned about overlooking and safety concerns during the construction phase.
 89. A resident in the Croft has concerns about the increase in traffic and request traffic calming to reduce the speed of vehicles.
 90. A resident of The Haven is concerned about the lack of information provided concerning the proposed boundary treatment along the rear boundary of his and neighbours' gardens. The boundary will be 'opened up' with a new access road where currently there is a temporary building. A replacement wall is requested.
 91. The owners of the recently constructed bungalow off Dunmowe Way object to the proposed change of access to the property, which currently is accessed off an adopted carriageway and would be served via a single track access roadway to the rear of a block of garages. This would be impossible for emergency services, utility companies, tenants etc.
 92. A resident living elsewhere in the village is critical of the quality and contents of the Transport Assessment.

Comments of the Council's Urban Design Consultant on the Amended Plans

93. General comments
 - (1) The Masterplan has improved significantly in this latest revision.
 - (2) The architect's and landscape architect's reports are thorough and address previous comments.
 - (3) Many of the following comments, where considered appropriate, could be covered by conditions.

94. **Phase 1 Comments**

- (1) *Parking Courts:* Some driveway widths seem narrow, and access arrangements are unclear as to whether or not wide-scale reversing will be necessary. Vehicle tracking diagrams would clarify layouts.
- (2) *Levels along Cambridge Road:* An existing levels survey has been provided. A proposed hard and soft landscaping plan is essential to show new site levels relative to internal finished floor levels, particularly along Cambridge Road.
- (3) *Bin Stores:* More detailed drawings required, especially where bin stores are to be in front gardens.
- (4) *Boundary Treatments:* More detailed drawings/schedule required.
- (5) *Front Gardens:* More detailed drawings required of hard and soft landscaping types.
- (6) *Laps and Leaps:* More detailed drawings required of hard and soft landscaping, along with detailed proposals of the raised areas in the central Leap, including precise plan dimensions and levels relative to the surround green space. I would repeat my previous questions to why this can't be a simple flat open space at the centre of the scheme; this would surely be more desirable from the surrounding living rooms. The landscape architect's planting plan is inconsistent with the architect's planting plan, particularly on the central Leap; which is correct? (Tree locations on the architect's plan seem to make more sense).
- (7) *Planting plans* and schedules required for trees and communal planting.
- (8) *Roofs:* The general intention is to use coloured concrete tiles for roofing. Is there scope for increasing the variety of materials to slate, peg tiles, etc, or for arriving at a mix of colours of concrete tiles to reflect the variety on existing village buildings?

Roof details need to be carefully considered: especially dormers (traditional houses), bay windows (traditional houses and contemporary), and eaves and gutters (especially contemporary). Condition detail? The traditional bay window forms (especially roof forms) are now inconsistent with the rectilinear main roofs, cat-slide dormers and porches.
- (9) *Walls and Gables:* Suggest conditioning materials. There are some uses of flint and rougher stone walls in the existing village; is there scope for highlighting individual gable ends on certain key buildings? (e.g. P47/97, P42, P38, P21, P27, P7).
- (10) *Fenestration:* Window proportions range from tall and slim (contemporary), to short and slim, to square. The street elevations would benefit from a consistent use of size, portion and geometry in the windows, and I would suggest the wider-scale use of more vertical proportions rather than the squares. This is particularly evident along the length of elevation 1, for instance. Elevations showing fixed/opening lights would be useful.
- (11) *Balconies:* Condition detail?

- (12) *Community Hall*: Could the community hall roof be treated as a special condition, using mixed coloured clay plain tiles to relate the building to the village centre? The roof verge and gutter detailing is important. Fenestration would benefit from further development; also see comment above on proportions.
- (13) *Swift's Corner*: The change in scale across the terrace from P15 to P20 is uncomfortable in elevation. This could possibly be dealt with in a more considered unified elevation, with a lower band of brickwork uniting the different house types, and an upper band of render on the taller houses.

95. **Later Phase Comments**

- (1) *Scale*: Unconvinced about the change in scale from the three storey flats at Plot P167 to the bungalow at P132 to the two storey housing P133-P137, to the bungalow at P138, to the three storey flats at P118. This needs to be drawn in elevation. Scale around the 'square' and Cambridge Road entrance to Windmill Lane seem somewhat arbitrary.

Many of the **Phase 1 comments** also apply.

Planning Comments

Background

- 96. In 2003 Neve Housing Society were appointed by the Council to deliver options on the future management of the Windmill Estate, which was erected in 1960's using systems-built technology. In May 2005 it was agreed Nene would commission a detailed proposal for the redevelopment of the Estate with the full involvement of estate residents and other local stakeholders. Pre-application discussions commenced in mid-2006 with Accent Nene and their Architects, and in June this year the Council appointed an Urban Design Consultant to advise on the submitted applications. Significant pre-application consultations also took place via the Steering Group, the Residents' Panel and the Parish Council. A number of public meetings and events have been held to encourage residents to engage in the design process.
- 97. During the course of the pre-application discussions the Applicants acquired additional land to the north of the site occupied by the current Community Centre and this had ramifications for the overall layout. The submitted applications also included the site of the existing Health Centre, which was to be rebuilt, but the amended plans now exclude the site as the Primary Care Trust have decided not to proceed with redevelopment. The amended plans include detailed plans for the replacement Community Centre, which is now to be built as part of the first phase of the development.

I will update Members on the responses to the consultations on the amended plans.

Key Issues

- 98. The key issues to consider in the 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 layout of the site.

- (3) The effect of the proposed dwellings on the amenities of neighbouring properties.
- (4) The design of the dwellings and the Community Hall.

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

- a) Most Members will be aware of existing estate which has acquired a District-Wide reputation as a particularly unfortunate 1960's development in terms of its negative contribution to the townscape of the village. This has been exacerbated in recent years as more properties have become unoccupied. The two and three storey flat roofed blocks of concrete panel construction have not stood the test of time and sit uncomfortably in an area of traditional suburban housing.
- b) The Applicant's scheme to redevelop the site includes 64% affordable housing to enable existing residents to be accommodated if they so wish, as well as providing additional accommodation for incoming households. In order to make the scheme financially viable the remaining element is market housing.
- c) The density of Phase 1, as amended, is 36 dwelling per ha and the overall development 44 dwellings per ha. I initially expressed concern at the overall density, given the relatively low density of the surrounding residential areas and the increase proposed in the number of dwellings on the site and asked the Applicants to demonstrate with a detailed illustrative layout for the whole site that they could achieve this number of dwellings. Early attempts featured excessive frontage parking, overlarge parking courts and a shortfall in public open space. On the basis of the latest amended plans, I am satisfied 273 dwellings can be erected on the site and the Council's Urban Design Consultant comments that 'the masterplan has improved significantly in this latest revision'. The shortfall in public open space will be addressed through off-site provision to be secured by a S106 Legal Agreement.
- d) Another issue raised early in the discussions was the scale and number of the 3 storey flat blocks included in the scheme. Although there are currently 3 storey blocks on site, being flat-roofed they are not particularly conspicuous in a part of the village that is characterised by 2 storey dwellings. The amended plans now show more of the 3 storey blocks adjacent to the main central area of public open space which provides a more appropriate setting and reduces the impact on the peripheral surrounding streetscape. I have sought the advice of the Urban Design Consultant on the inclusion, design and positioning of the 3 storey blocks and he has no objection to them in their amended form.

2. ***The layout of the site***

- a) Two major constraints on the layout of the site have been the need to rehouse existing tenants in Phase 1 before proceeding with later phases, and a major sewer which crosses the site north-south through Phase 1. Also the local residents were keen not to create a layout which permitted 'rat running' through the estate between Windmill Lane and Haggis Gap. The pre-amendment scheme did include a deliberately tortuous east-west route, involving a section of internal road parallel and adjacent to Cambridge Road to which both the Urban Design Consultant and the Highway Authority

objected. This has now been deleted, allowing more landscaping to the important Cambridge Road frontage and preventing cars travelling east to west across the site. The latest advice in the Government's publication 'Manual for Streets' has enabled the Architects to include direct accesses onto Cambridge Road in the amended plans to facilitate the change.

- b) The layout has good permeability for cyclist and pedestrians and links well within the areas surrounding the site, enabling good access to the village services in the High Street.
- c) Access to the Community Hall is now proposed directly off Haggis Gap to avoid additional traffic through the new estate, which the Parish Council were keen to support.
- d) The Central Public Open Space is now largely pedestrianised, with footways/cycleways along both sides linking to the road network and rubbish collection for the houses fronting the Green from the rear. This is marked improvement over the earlier schemes which were characterised by bin storage to the front of properties.
- e) The negative impact of the high levels of car parking generated by the density of the overall scheme have been addressed. The number of spaces has been reduced, the Applicant's arguing that the site has good public transport links and the village centre is accessible by cycle and foot. Parking provision equates to about 1.45 spaces per dwelling, as opposed to the norm of 1.5 spaces per dwelling and I consider this is acceptable, particularly given the latest advice in 'Manual for Streets' which puts more emphasis on provision for pedestrians and cyclists. The amended layout has smaller parking courts and less frontage parking which benefits the scheme and its street scene.
- f) The earlier schemes did not include any substantive Public Open Space in Phase 1, but this has now been rectified. It has not proved possible to provide the whole of the projected central public open space because of rehousing/phasing issues but a large part of it is included and I am satisfied this will suffice.

3. *The effect on the amenities of proposed dwellings*

- a) Given the scale of the redevelopment, a relatively small number of objections were received from neighbouring residents (and from residents within the site). Three residents in March's Close on the western boundary had concerns about the scale and proximity of proposed dwellings (both 2 and 3 storey) and the amended plans have addressed these issues by repositioning the dwellings further from the boundary and reducing one block of flats from three to two storey. The access arrangements to a newly constructed bungalow off Dunmowe Way have been revised following objections from the owners. Two owners in Haggis Gap were concerned about overlooking issues but the spacing to the houses in the new development is considered adequate.
- b) A condition will be attached to the Phase 1 application requiring the submission of boundary details to ensure the privacy of neighbouring properties is protected, an issue raised by a resident in Haven Close.

4. *The design of the dwellings and the Community Hall*

- a) With the advice of the Urban Design Consultant, the Applicant's architect has been encouraged to look in more detail at the character of the townscape in the traditional part of Fulbourn to give the house types more relevance and this is reflected in the amended plans and the revised Design and Access Statement. For example roof pitches have been steepened and raked dormers introduced. The Applicants have been encouraged to include some contemporary house types in the scheme, to add visual variety to this large redevelopment. The Parish Council are naturally wary of contemporary architecture as the existing development was considered 'cutting edge' in its day! The latest emended plans have reverted back to pitched roofs on the 3 storey blocks in lieu of the monopitch metal roofs which had the advantage of reducing the bulk of the blocks, but the Urban Design Consultant considers the revision acceptable both in terms of design and increased height. A more contemporary approach has been taken with the detailing of a selection of the units, which generally meets the approval of the Urban Design Consultant.

- b) Minor issues of design and detailing still remain to be resolved, as outlined in the Urban Designer's comments, and require further discussion.

Recommendation

99. Subject to the responses from Consultees upon the amended plans of 9th October 2007, delegated powers of APPROVAL for both applications, as amended, subject to the prior signing of a Section 106 Legal Agreement concerning:

- (1) Affordable Dwellings
- (2) Educational Contribution
- (3) Maintenance of Public Open Space
- (4) Off-site Public Open Space/Play Equipment
- (5) Public Art
- (6) Community Hall
- (7) Appointment of a Community Development Officer

The following conditions to be attached:

1. S/0986/07/F - 120 Dwellings

- 1. Standard Condition A - Time limited Permission.
- 2. Details of materials for buildings, walls, and hard surfacing.
- 3. Landscaping - scheme and implementation
- 4. Tree Protection
- 5. Surface Water Drainage
- 6. Foul Water Drainage
- 7. Details of swift, house sparrow and starling nesting measures

8. Provision of Fire Hydrants
 9. Scheme for lighting parking courts.
 10. Details of boundary treatment of site.
 11. More details of boundary treatment of individual plots.
 12. Details of refuse and cycle stores.
 13. Details of Grandridge Close Sub-Station.
 14. Detail of contractors storage and parking within the site.
 15. Wheel wash for lorries to be provided.
 16. Hours of operation of power operated machinery during demolition and construction.
 17. Scheme for solar panels.
- + any conditions required by Local Highway Authority.

Informatives

1. Environment Agency
2. Anglian Water
3. The Corporate Manager (Health and Environmental Services)
4. Architectural Liaison Officer
5. Arts Development Officer
6. Parish Council:
 - (1) Routes for construction traffic.
 - (2) Timing of construction traffic to avoid primary school peaks and bus stops for buses to Bottisham Village College.
 - (3) Consideration should be given to parking courts adjacent to existing neighbouring residential properties being gated.

2. S/0987/07/0 - 273 Dwellings

1. Standard Condition B - Time limited permission.
2. Standard Condition 1 - Reserved matters (excluding Phase 1).
 - (1) Layout
 - (2) Scale
 - (3) Appearance
 - (4) Landscaping
 - (5) Surface Water Drainage
 - (6) Foul Water Drainage
 - (7) Provision of Fire Hydrants

+ any conditions required by Local Highway Authority

Informatives

1. Environment Agency
2. Anglian Water
3. The Corporate Manager (Health and Environmental Services)
4. Architectural Liaison Officer
5. Parish Council
 - (1) Routes for construction traffic.
 - (2) Timing of construction traffic to avoid primary school peaks and bus stops for buses to Bottisham Village College.
 - (3) Consideration should be given to parking courts adjacent to existing neighbouring residential properties being gated.

Reasons for Approval (both applications)

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
 - P6/1** - Development Related Provision
 - **South Cambridgeshire Local Development Framework 2007:**
 1. **Core Strategy**
 - ST/3** - Re-Using Previously Developed Land and Buildings
 - ST/4** - Rural Centres
 2. **Development Control Policies**
 - DP/1** - Sustainable Development
 - DP/2** - Design of New Development
 - DP/3** - Development Criteria
 - DP/4** - Infrastructure and New Developments
 - DP/6** - Construction Methods
 - DP/7** - Development Frameworks
 - HG/2** - Housing Mix
 - HG/3** - Affordable Housing
 - SF/1** - Protection of Village Services and Facilities
 - SF/6** - Public Art and New Development
 - SF/10** - Outdoor Play Space, Informal Open Space and New Developments
 - SF/11** - Open Space Standards
 - NE/1** - Energy Efficiency
 - NE/3** - Renewable Energy Technologies in New Development
 - NE/6** - Biodiversity
 - TR/1** - Planning for More Sustainable Travel
 - TR/2** - Car and Cycle Parking Standards
 - TR/3** - Mitigating Travel Impact
 - TR/4** - Non-motorised Modes

2. The development is not considered to be significantly detrimental to the following material planning considerations which have been raised during the consultation exercise:
 - Impact on the existing character of the village given the density/scale of the proposed redevelopment.
 - Impact on neighbouring residential properties.

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

- South Cambridgeshire Local Development Framework (Core Strategy /Development Control Policies) 2007
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning Files Ref: S/0986/07/F and S/0987/07/O
- Documents referred to in the report including appendices on the website only and reports to previous meetings

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee7th November 2007**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

S/0163/07/F - HISTON**Erection of 4 Residential Units Following Demolition of Existing Buildings and Rationalisation of Rear Gardens of Nos. 51, 53 and 55 Land at Bishops Cycles, 49 Station Road and Land R/O 51- 55 Station Road****Recommendation: Approval****Date for Determination: 23 March 2007****Notes:**

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

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

1. The site is located on the eastern side of Station Road and near to the centre of the village. The application site is made up of land which currently accommodates 49 Station Road and the adjacent site Bishops Cycles, which is a retail unit that extends beyond the rear of 51-55 Station Road. The site is located within a predominantly residential area however there are commercial uses, including a nursery and surgery, interspersed. To the south of the site is a row of three terraced residential properties however the majority of properties within the area are detached dwellings set within their own plots. To the rear of No. 49 Station Road is a large beech tree which is protected by a Tree Preservation Order. The site falls within the Conservation Area of Histon.
2. The full application proposes the erection of 4 No. two and a half storey 4 bedroom residential properties. The site will be accessed from Station Road with parking for the residential units provided in a carport structure to the southern edge of the site. Conservation Area Consent has already been granted for the demolition of Bishops Cycles. The total site area is 0.16ha. This is an amended scheme which originally proposed 2 four bed semi-detached dwellings, 2 three bed semi-detached dwellings and 1 two bed flat over a retail unit. (5 residential units in total).

Planning History

3. **S/1113/07/CAC** – Total demolition of dwelling – Approved 25.07.07.
4. **S/0164/07/CAC** - Total demolition of dwelling – Refused 14.03.07.
5. **S/2111/06/F** - Erection of 7 Dwellings and 2 Retail Units – Refused 22.12.06 Appeal Dismissed (APP/W0530/E/07/2035990/NWF).

S/0163/07/F Histon



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November Planning Committee

6. **S/2090/06/CAC** – Demolition of 49 Station Road - Refused 22.12.06 - Appeal Dismissed (APP/W0530/A07/2035986).
7. **S/1007/06/F** - Erection of 4 dwellings and garages following demolition of existing cycle shop together with the provision for gardens for 51-55 Station Road – Refused Appeal Dismissed (APP/W0530/A/06/2028714).
8. **S/0124/06/F** – Erection of 4 dwellings and garages following demolition of existing cycle shop together with the provision of gardens for 51 – 55 Station Road – Refused 21.03. 06.
9. **S/0584/05/F** – Demolition of cycle shop and erection of 2 terraced dwellings and 1 bungalow – Refused 16.05.05.
10. **S/0583/05/CAC** – Total Demolition of cycle shop – Approved 26.05.05.
11. **S/1260/04/F** – Residential Development – Withdrawn 13.08.04.
12. **S/0911/02/F** – Residential Development – Refused 08.07.02 Appeal Dismissed (APP/W0530/A/02/1096855).

Planning Policy

South Cambridgeshire Local Development Framework 2007:

13. **ST/3 Re-Using Previously Developed Land and Buildings** establishes the target of at least 37% of new dwellings to be located on previously developed land or utilise existing buildings, in accordance with PPS3.
14. **ST/4 Rural Centres** includes Histon and as such development or re-development without any limit on individual scheme size will be permitted within the village framework provided that adequate services, facilities and infrastructure are available or can be made available.
15. **DP/1 Sustainable Development** only permits development where it is demonstrated that it is consistent with the principles of sustainable development. The policy lists the main considerations in assessing whether development meets this requirement.
16. **DP/2 Design of New Development** requires all new development to be of a high quality design and indicates the specific elements to be achieved where appropriate. It also sets out the requirements for Design and Access Statements.
17. **DP/3 Development Criteria** sets out what all new development should provide, as appropriate to its nature, scale and economic viability and clearly sets out circumstances where development will not be granted on grounds of an unacceptable adverse impact e.g. residential amenity and traffic generation.
18. **DP/4 Infrastructure and New Developments** requires that development proposals should include suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. It identifies circumstances where contributions may be required e.g. affordable housing and education.
19. **DP/7 Development Frameworks** permits development within village frameworks provided that retention of the site in its present state does not form an essential part of the local character; it would be sensitive to the character of the location, local features of landscape, ecological or historic importance, and the amenities of neighbours; there is the necessary

infrastructure capacity to support the development; and it would not result in the loss of local employment, or a local service or facility.

20. **HG/1 Housing Density** is set at a minimum of 30 dph unless there are exceptional local circumstances that require a different treatment in order to make best use of land. Higher densities of 40 dph will be sought in the most sustainable locations.
21. **HG/2 Housing Mix** sets a mix of at least 40% of homes with 1 or 2 bedrooms, approximately 25% 3 bedrooms and approximately 25% 4 or more bedrooms for housing developments of less than 10 dwellings. Accommodation should also provide a range of types, sizes and affordability to meet local needs.
22. **HG/3 Affordable Housing** at a level of 40% of all new dwellings on developments on two or more units is required to meet housing need. The exact proportion, type and mix will be subject to the individual location and the subject of negotiation. Affordable housing should be distributed in small groups or clusters. Financial contributions will be accepted in exceptional circumstances.
23. **SF/1 Protection of Village Services and Facilities** permission refused for proposals which would result in the loss of a village service, pub or shop where it would cause an unacceptable reduction in the level of service provision in the locality.
24. **NE/1 Energy Efficiency** requires development to demonstrate that it would achieve a high degree of measures to increase the energy efficiency of new and converted buildings. Developers are encouraged to reduce the amount of CO₂ m³ / year emitted by 10%.
25. **CH/5 Conservation Areas** requires that planning applications for development proposals in or affecting Conservation Areas will be determined in accordance with legislative provisions and national policy (currently in PPG15) and guidance contained in specific Conservation Area Appraisals (where they exist) and the District Design Guide.
26. **TR/1 Planning for More Sustainable Travel** states that planning permission will not be granted for developments likely to give rise to a material increase in travel demands unless the site has (or will attain) a sufficient standard of accessibility to offer an appropriate choice of travel by public transport or other non-car travel mode(s). Opportunities to increase integration of travel modes and accessibility to non-motorised modes by appropriate measures will be taken into consideration. The Local Transport Plan road user hierarchy will also be taken into account in the determination of planning applications to ensure adequate emphasis has been placed on the relevant modes, although no modes should be promoted to the exclusion of others.

Cambridgeshire and Peterborough Structure Plan 2003:

27. **P1/3 Sustainable Design in Built Development** requires a high standard of design and sustainability for all new development, providing a sense of place appropriate to the location, efficient use of energy and resources and account to be taken of community requirements.

Consultation

Original Scheme Dated 26 January 2007

28. **Histon Parish Council** - Refuse; noting changes made to scheme from the previously refused proposal. It recognised that a lot of thought had gone into the redesign but there was concern over the demolition aspect with no case made. Comments made on frontage design, affect of delivery vehicles, traffic issue, invasive view of car port from No. 57/59, not

clear that a lot had changed since the last scheme. The Developer, whilst addressed some issues, had not gone far enough.

29. **Conservation Officer** - Whilst the overall arrangement of the units on the site is a significant improvement on the previous application overall the current proposal would not preserve or enhance the Conservation Area. Main reasons being units 1 and 2 are significantly higher than the buildings fronting Station Road. These should be visually subservient. The elevational treatment of Units 3 and 4 are of concern. The proposed windows are almost square rather than following the predominantly vertical sliding sash windows of adjacent buildings. The dormer windows are significantly larger than the windows at first floor creating an awkward imbalance to the elevation. Unit 5 and shop concerns are raised over windows at first floor level for similar reasons for units 3 and 4.
30. **Tree and Landscape Officer** – No objection application is more sympathetic to the Beech tree. Fencing must be hand dug to protect roots. Decking to rear of dwellings is preferable. Recommend remove permitted development rights.
31. **Corporate Manager (Health and Environmental Services)** – Recommends conditions relating to use of power driven machinery during construction and informative relating to foundations and bonfires etc.
32. **County Archaeologist** - The site is in an area of Archaeological Interest and recommends a condition requiring investigation be carried out prior to development.
33. **County Finance Officer** – Development will place additional pressure on secondary education facilities where capacity is not available. A contribution is required totalling £12,500 to cover the cost of additional provision.
34. **County Highways Officer** - Recommends conditions relating to access road width, turning, parking and visibility. Concern relating to the amount of parking for 5 residential units and retail unit. If sufficient numbers of spaces are not provided there will be on street parking in an area very close to the junction of Saffron Road/School Road/Station Road. Other commercial uses have the potential to result in very different patterns of operation and traffic generation.
35. **Environment Agency** - Site falls within Flood Zone 1 and it is considered that there are no other Agency related issues.

Representations

36. 9 letters of objection summarised as follows:
 - a) Buildings will not enhance character and appearance of the Conservation Area
 - b) Noise and disturbance from the car parking area
 - c) Backland development would be overbearing and over-developed
 - d) Beech tree roots would be affected
 - e) No. 49 is part of the history and character of the village.
 - f) Existing shop could be modified and retained
 - g) Local restaurant Romano's will affect new dwellings through noise odours
 - h) Loss of local business
 - i) Support retail unit
 - j) Inadequate parking
 - k) Loss of privacy
 - l) Station Road busy area and congested at times, concerns about safety of pedestrians
 - m) Car port will block sunlight from garden

Amended Scheme Dated 26th March 2007

Consultation

37. **Histon Parish Council** - Refusal Note changes to details but these are not enough to make it want to change its original views. Windows not matching the original box frames of the terraced cottages.
38. **Conservation Officer** – Current design has been further refined to address concerns however, cannot support the scheme in its current form, as further work required on design before proposal can be considered as an enhancement.

Representations

39. 1 letter of objection received:
- a) Site should be commercial use only
 - b) Shop being neglected
 - c) Two appeals ongoing

Amended Scheme Dated 26 September 2007

Consultation

40. **Histon Parish Council** – Refuse, little merit in design of houses. Whilst Parish Council accept that the this scheme more closely mirrors objections raised and Planning Inspectors' reports, the window treatment is out of keeping in this Conservation Area, as is the roof dressing. It is recommended that the brickwork should be in Cambridgeshire whites. The Parish Council whilst mindful of the last Inspector's report still maintains that retaining an existing retail outlet that has been in use since the 1930s would promote its recently acquired status as a rural settlement. It is concerned about the store rooms being converted to 5th bedrooms and that this will contribute to the major parking problems in this area. Residents are also asking for a brickwall as a boundary between them and the car parking area instead of a 1.8m fence, as their gardens are very narrow at this point and they are concerned about risks from parking accidents.
41. **Conservation Officer** – No objection. The current revised proposals represent a very significant reduction in the scope of the scheme from that originally proposed. It completely removes the backland element. The scheme is now made up of two pairs of semi-detached houses that front onto Station Road.

The principle of demolishing the existing dwelling at 49 Station Road has already been considered by a Planning Inspector and it was concluded that the building was not of any particular significance to the Conservation Area while the existing shop is a negative feature in the streetscape. The principle of redevelopment has also been accepted. The current proposal represents a contemporary re-interpretation of the semi detached dwelling form that also acknowledges the materials and proportions of the houses in the locality. The layout retains the large beech tree and also the majority of the beech hedge to the front. The proposal meets the requirements of PPG15 to 'preserve or enhance' the Conservation Area. Recommend conditions requiring samples of external materials, all windows and doors to be in timber, and detailed plans of dormers all to be agreed prior to commencement of development.

42. **County Highways Officer** – Reduction in number of units results in 8 spaces for 4 units which will reduce chances of parking demand from the development spilling out onto the road by a small increment. All other comments from original consultation remain valid.

Representations

43. 4 letters of objection summarised as follows:
- a) 4 units is a great improvement on previous application
 - b) No need to demolish No.49 Station Road
 - c) Prefer to see site remain wholly retail
 - d) Inadequate parking
 - e) Car park located close to rear gardens of adjacent properties which will be affected by noise, disturbance and pollution. Prefer to see car parking dispersed nearer to road than to rear gardens
 - f) Irreparable damage to the Conservation Area would be caused if commercial use were not maintained
 - g) Intrusive overlooking

Planning Comments – Key Issues

44. The key issues in determining this planning application are departure from adopted policy, loss of 49 Station Road, loss of retail, car parking, residential amenity and Conservation Area.

Departure

45. It is noted that with the adoption of the Core Strategy and Development Control Policies Development Plan Documents that two of the four houses proposed would now be required to be provided towards provision of affordable housing in order that this development be acceptable in policy terms. In addition contributions for public open space would have been required in order to meet the new standards. Due to the considerable period of time over which this application has been negotiated it is considered unreasonable to now seek such contributions.
46. It is considered that the scheme does not significantly harm the objectives of the development plan and as such does not need to be referred to the Secretary of State.

Demolition of 49 Station Road

47. The issue of the demolition of the unlisted No.49 Station Road was fully explored at appeal (Ref: APP/W0530/A07/2035986.) The Inspector's decision letter has been reproduced for ease of information at Appendix 1. Paragraphs 3 to 5 are pertinent. The Inspector concluded that whilst the house indicates one period of growth of the settlement the house itself does not make a positive contribution to the character and appearance of the area in that it appears to have no particular architectural or historic interest. In addition it has been unsympathetically extended. Following this letter demolition consent was granted subject to a condition which requires that planning permission for the redevelopment of the site be granted together with a contract of work for redevelopment.

Loss of Retail

48. The loss of a retail unit was also fully explored at appeal (Ref APP/W0530/A/06/2028714). The Inspector's decision letter has been reproduced for ease of information at Appendix 2. Paragraphs 7 to 8 are pertinent. The Inspector concluded that the loss has not been

significant in relation to the level of retail provision available in the village. The residential redevelopment would not have been contrary to the local plan policy. The 2004 local plan has largely been replaced by the Development Control Policies document 2007 however policy SF/1 is similar to the previous policy SH6.

Parking

49. 8 parking spaces are to be provided to the rear of Nos 51- 57 Station Road under a carport. This will be parallel to the rear garden of No. 57 Station Road. The car parking standard is 1.5 per dwelling. With 4 residential units there is a maximum provision of 6 spaces. The proposal has therefore an overprovision of 2 spaces. There are no highway authority objections on this issue. Given the problem locally of on-street car parking, this modest over-provision is acceptable in this particular case.
50. The storerooms are unable to be converted into habitable accommodation due to the low head height. In any event even if they could be converted the car parking requirement is still met by the scheme.

Residential Amenity

51. The main concerns relate to the positioning of the car parking adjacent to the rear gardens of adjacent properties and in particular No. 57 Station Road. The car port will be located 1m from the boundary, which currently has a 1.8m high close boarded fence. Whilst the noise, disturbance and pollution aspect will increase due to this arrangement it is considered that it will not be so significant to warrant a refusal of permission. Indeed the Inspector did not comment that such an arrangement on the previous scheme would raise amenity issues. The applicants state that the introduction of a brick wall is unnecessary. They do however suggest the introduction of a bollard at the end of each parking space but state that this is somewhat unusual. The fencing treatment is acceptable and it is considered that to insist on a bollard is not necessary as the fear of a parking accident is often higher than the reality.
52. Concerns about intrusive overlooking are noted but the dwellings are located along a similar position to other dwellings in Station Road and the back-to-back distances are generous. The parking area will be contained within boundary treatments which are over eye level height and therefore there will be little if no loss of privacy to adjacent occupiers.

Impact on Character and Appearance of the Conservation Area

53. Following several revisions to the design of the proposal the scheme being considered is much improved. The only design objection outstanding from the Parish Council relates to the treatment of the windows to the frontage. At the most recent appeal (Ref. APP/W0530/A07/2035986), the Inspector considered on the previous scheme that the fenestration would appear rather discordant with the typical vertical emphasis of the area. Following this decision and subsequent meetings with Officers the windows have been given a much stronger vertical emphasis. It is considered that the scheme as presented has visually improved and represents a good contemporary addition to this part of the Conservation Area.

Other Matters

54. The previous scheme required a financial contribution of £12,500 for education for 5 units. On this basis it reduces to £10,000 due to the decrease in housing numbers provided, which the applicant has confirmed acceptance.

Recommendation

55. Approve the application, as amended by letter and drawings dated 26 September 2007, and subject to the signing of a section 106 agreement for education contribution and the following planning conditions:
1. Standard A – Reason A
 2. Notwithstanding the submitted plans of the boundary treatments details shall be agreed prior to the commencement of the development hereby permitted. Thereafter the approved scheme shall be implemented. (Reason - In the interest of residential amenity and preserving and enhancing the character and appearance of the Conservation Area).
 3. The boundary treatments to units 1 and 2 shall be constructed using a hand dig method. (Reason - To ensure the maximum protection of the roots area of the protected Beech tree).
 4. (SC5) No development shall commence until details of:
 - a) The samples of the materials to be used for the external wall(s) and roof(s).
 - b) Materials to be used for hard surfaced areas within the site including roads and car parking areas.
 - c) Drawings of the dormer windows at large scale (1:20 minimum).
Have been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved details shall be implemented.
(Reasons SC5 - a) To ensure that visually the development accords with neighbouring buildings.
b) c) To ensure that the development enhances the character and appearance of the area).
 5. All windows and doors in the development hereby approved shall be constructed of timber. (Reason - To ensure details are appropriate to the Conservation Area).
 6. No development shall take place on the application site until the implementation of a programme of archaeological work has been secured in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.
(Reason - To secure the provision of archaeological excavation and the subsequent recording of the remains).
 7. (SC26) During the period of construction no power operated machinery (or other specified machinery) shall be operated on the premises before 8.00 am on weekdays and 8.00 am on Saturdays nor after 6.00 pm on weekdays and 1.00 pm on Saturdays (nor at any time on Sundays or Bank Holidays), unless otherwise previously agreed in writing with the Local Planning Authority in accordance with any agreed noise restrictions. (Reason - To minimise noise disturbance to adjoining residents).
 8. (SC21) Notwithstanding the provisions of Regulations 3 and Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order), the following classes of development more particularly described in the Order are expressly prohibited in respect of the dwellings hereby permitted unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf:-
 - a. i) PART 1, (Development within the curtilage of a dwellinghouse, all classes.
(Reason - To safeguard the character of the area).

9. (SC22) No windows, doors or openings of any kind shall be inserted at first and second floors in the side elevations of the development, hereby permitted, unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf. (RC22).
10. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development. (Reason - To enhance the quality of the development and to assimilate it within the area).
11. SC52 – RC52 Implementation of landscaping.
12. No demolition, site clearance or building operations shall commence until chestnut pale fencing (or other type of fencing approved by the Local Planning Authority) of a height not less than 1.3 metres shall have been erected around the Beech Tree to be retained on site at a radius from the trunk of not less than 3.6 metres or the extent of the crown spread plus one metre, whichever is the greater of the two. Such fencing shall be maintained to the satisfaction of the Local Planning Authority during the course of the development operations. Any tree removed without consent or dying or being severely damaged or becoming seriously diseased during the period of development operations shall be replaced in the next planting season with a tree of such size and species as shall have been previously agreed in writing with the Local Planning Authority.
(Reason - To protect trees which are to be retained in order to enhance the development and the visual amenities of the area).
13. Before the dwellings are occupied, the access from the existing highway, car parking area and turning area shall be laid out and constructed in accordance with the approved plans. Thereafter the car parking area shall be retained at all times for the benefit of the residents of the development hereby permitted and for no other purpose. (Reason - To ensure satisfactory access from the public highway, parking and turning).
14. Vehicular visibility splays shall be provided on either side of the junction of the proposed access road with the public highway. The minimum dimensions to provide the required splay lines shall be 2.4 metres measured along the centre line of the proposed access road from its junction with the channel line of the public highway, and 45 metres measured along the channel line of the public highway from the centre line of the proposed access road (Reason: In the interest of highway safety).
15. Pedestrian visibility splays shall be provided on both sides of the access and shall be maintained free from any obstruction over a height of 600mm within a area of 2.0 metres x 2.0 metres measured from and along respectively the edge of the carriageway (Reason - In the interest of highway safety).
16. SC58 (Reason - To protect the hedge which is of sufficient quality to warrant its retention and to safeguard the character of the area).

Informatives

General

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

Environment Agency:

1. The development is situated within Zone 1 of the Environment Agency's groundwater protection policy.
2. All surface water from roofs shall be piped direct to an approved surface water system using sealed downpipes. Open gullies should not be used.
3. Where soakaways are proposed for the disposal of uncontaminated surface water, percolation tests should be undertaken, and soakaways designed and constructed in accordance with BRE Digest 365 (or CIRIA Report 156), and to the satisfaction of the Local Authority. The maximum acceptable depth for soakaways is 2 metres below existing ground level. Soakaways must not be located in contaminated areas. If, after tests, it is found that soakaways do not work satisfactorily, alternative proposals must be submitted.
4. Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer.

Reasons for Approval

1. The development is considered generally to accord with the Development Plan and particularly the following policies:
 - (a) **Cambridgeshire and Peterborough Structure Plan 2003**
P1/3 Sustainable Design in Built Development
 - (b) **South Cambridgeshire Local Development Framework 2007**
ST/3 Re-Using Previously Developed Land and Buildings
ST/4 Rural Centres
DP/1 Sustainable Development
DP/2 Design of New Development
DP/3 Development Criteria
DP/4 Infrastructure and new Developments
DP/7 Development Frameworks
HG/1 Housing Density
HG/2 Housing Mix
HG/3 Affordable Housing
SF/1 Village Services
NE/1 Energy Efficiency
CH/5 Conservation Areas
TR/1 Planning for More Sustainable Travel

2. The development is not considered to be significantly detrimental to the following material planning considerations, which have been raised during the consultation exercise:
- Neighbouring amenity
 - Conservation Area
 - Trees
 - Highways
 - Traffic
 - Parking
 - Loss of retail
 - Demolition of dwelling
 - Education provision

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

- South Cambridgeshire Local Development Framework 2007
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning file refs. S/1113/07/CAC, S/0164/07/CAC, S/2111/06/F, S/2090/06/CAC, S/1007/06/F, S/0124/06/F, S/0584/05/F, S/0583/05/CAC, S/1260/04/F and S/0911/02/F

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee 7th November 2007
AUTHOR/S: Executive Director / Corporate Manager - Planning and Sustainable Communities

S/1496/07/RM - IMPINGTON

**Erection of 154 Room Hotel with Ancillary Bar/Restaurant,
Car Parking (Decked and Surface) and Access,
at Land at Arbury Camp, Kings Hedges Road, Impington.**

Recommendation: Approval

Date for Determination: 7 November 2007

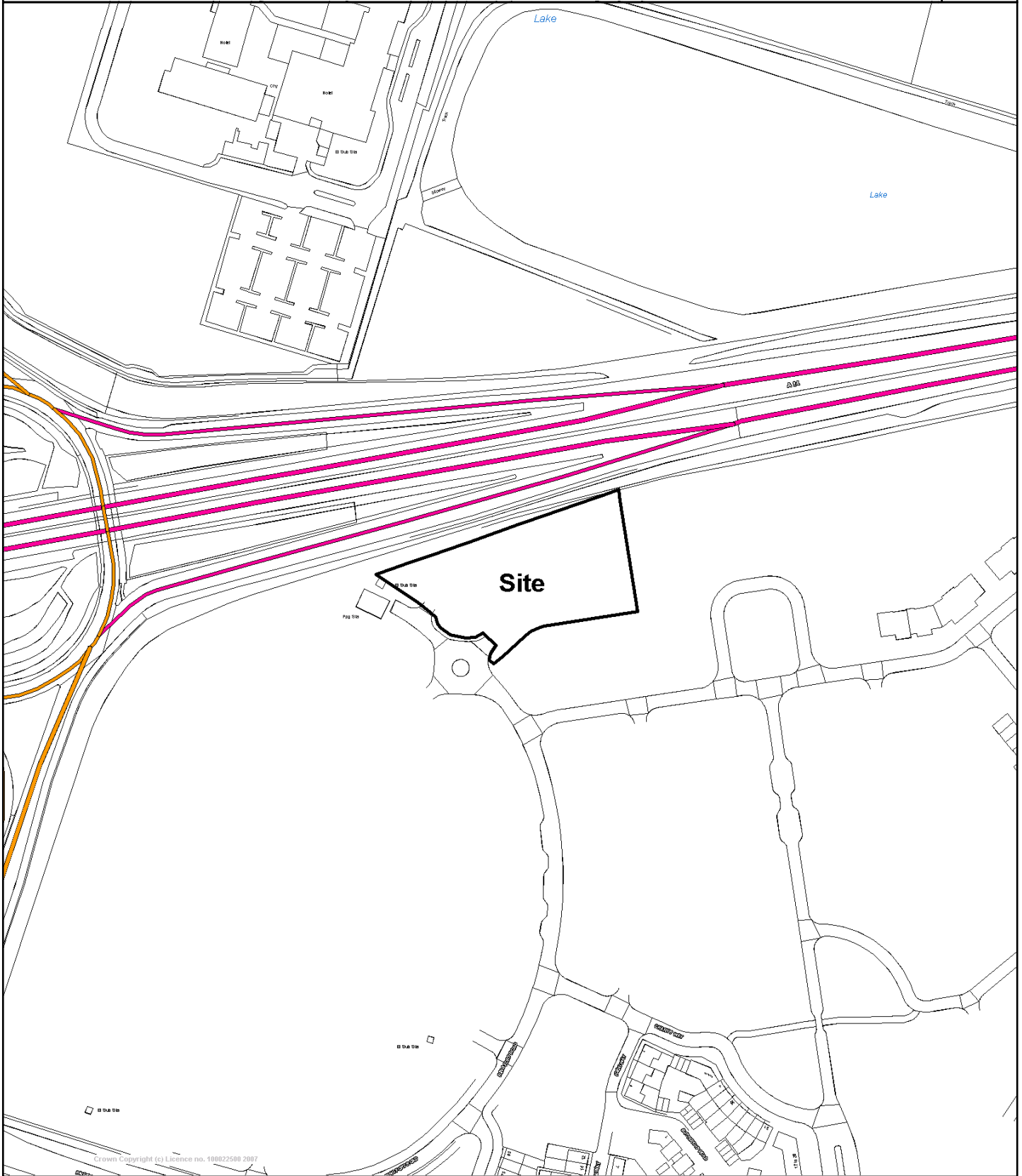
Notes:

This Application has been reported to the Planning Committee for determination because the Parish Council have raised objections to the application.

Site and Proposal

1. The 0.52 Ha application site forms part of the larger development area known as Arbury Camp approved under planning application S/2379/01/O. As Members will be aware the approved redevelopment of the Arbury site is of 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, the base infrastructure across the site has also been provided and the primary school opened in September this year.
2. This current application seeks planning permission for a 154 bed hotel and is a resubmission following the committee members' decision to refuse planning permission for a hotel at the Planning Committee on 10 January 2007. The refused application proposed a 137 bed hotel with 98 parking spaces in the form of surface spaces around the site. Although the officer recommendation was for the approval of this scheme, members of the committee voted to refuse planning permission for this earlier application for the following reasons:
 1. The proposal by virtue of its design, form and scale is regarded as poor and inappropriate for such a prominent position located adjacent to the A14. Policy CNF1 of the South Cambridgeshire Local Plan 2004 provides for a Masterplan that seeks the retention of an attractive edge to Cambridge through the use of high standards of design and landscaping and the creation of gateway features. The emerging Arbury Design Guide (9th March 2006) sets out guiding design principles to deliver a 'vision of quality and distinctiveness for the development'. The application fails to provide the required standard of design on this prominent site on the edge of Cambridge. It does not form a quality landmark building as required by the emerging Arbury Camp Design Guide. The proposal therefore fails to comply with Policy CNF1 of the South Cambridgeshire Local Plan 2004, the Arbury Camp Development Framework Plan approved as part of the outline consent dated 14th June 2005 and as

S-1496-07-RM



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Scale 1/2500 Date 26/10/2007

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November 2007 Planning Committee

revised under plan number JJG025/DFP2/100 Rev.A on 15 February 2006, Policy P1/3 of the Cambridgeshire and Peterborough Structure Plan 2003 and Government advice in PPS1 'Delivering Sustainable Development' especially paragraphs 33 and 34.

2. Policy TP1 and Appendix 7/1 thereto of the South Cambridgeshire Local Plan 2004 seeks to ensure that all new developments provide adequate off-street parking to accommodate the needs they generate. While the Council's adopted standards are maximum standards, the proposal still fails to provide sufficient accommodation within the curtilage of the site to provide the required level of parking essential and incidental to the use of the site with the result that parking will be encouraged to take place on the surrounding highway and adjoining private car parks to the detriment of the amenities of residents and the character of the area. The application therefore fails to comply with the requirements of Policies TP1 and RT1 (7) of the South Cambridgeshire Local Plan 2004.
3. The application site is located in the northern part of the Arbury Camp development area with the immediate northern boundary formed by the A14 and its associated embankment. The southern boundary is marked by land parcel E1, which has reserved matters approval for 31 affordable residential units in two 4 storey high blocks under S/1417/06/RM and currently is at an advanced stage of build. To the east the boundary is 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.
4. The current application proposes a five-storey building backing 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 with a second kink on the opposite end of the building over the decked car park. The building will have an overall length of 98.5 metres, a maximum width of 23 metres, with a roof height of 15.5 metres increasing to a maximum height of 18.5 metres to the top of the stairwell. In terms of materials and appearance the building would comprise forticrete fair faced blockwork on the ground floor, self-coloured cream rendering on the first to fourth floors with off white rendering and slatted larch panels at high and low levels. Doors and windows will be polyester powder coated double glazed aluminium coloured mouse grey (RAL7005) with the use of aluminium curtain walling to the stair tower, central circulation areas and the top floors. 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.
5. In terms of parking the current proposal allocates 135 spaces within the site. The parking will be in the form of 65 surface spaces, which includes 8 located under the hotel building while the remaining 70 parking spaces are provided in the form of a 1 ½ storey decked parking structure over which the hotel building will project. The parking spaces within the decked structure will be screened by vertical wooden slats, which would allow landscaping to grow over to soften the appearance of the structure.

Planning History

6. **S/2379/01/O** - Outline consent for residential, employment, retail, leisure, social/community uses, open space, education facilities and associated transport infrastructure.

7. **S/2298/03/F** - Approval of strategic infrastructure comprising spine roads and footpaths, cycle ways, surface water drainage, foul water drainage and strategic services.
8. **S/0765/06/RM** - Erection of a hotel with associated car parking withdrawn.
9. **S/1417/06/RM** - Approval of 31 flats on parcel E1.
10. **S/2156/06/RM** - Erection of 137 bed hotel refused. Appeal in the form of a public inquiry outstanding but no date agreed.

Planning Policy

11. Until recently, the adopted Local Plan 2004 formed part of the development Plan for South Cambridgeshire, setting out the planning policy framework for development within the district. It was these policies for which the previous application for a hotel on the Arbury Camp site was considered. With the introduction of the new planning system in 2004 the Council has to produce a suite of Development Plan Documents (DPD), known collectively as a Local Development Framework (LDF), which will replace the Local Plan.
12. **The Core Strategy DPD** was adopted in January 2007 with the Development Control Policies DPD were adopted in July 2007 and as such a number of the Local Plan 2004 policies have now been superseded. However the Site Specific Policies DPD is currently in a draft form dated January 2006 with the hearings for this Examination expected to start on 27 November 2007. As such and until this DPD is formally adopted there are still some of the Local Plan 2004 policies which remain in force.
13. Core Strategy DPD (January 2007) policies relevant to this application: **ST/1 Green Belt; ST/2 Housing Provision; and ST/8 Employment Provision.**
14. Development Control Policies DPD (July 2007) policies relevant to this application: **DP/1 Sustainable development; DP/2 Design of New Development; DP/3 Development Criteria; DP/4 Infrastructure and New Development; DP/5 Cumulative development; DP/6 Construction Methods; SF/6 Public Art and New Development; SF/7 Underground Pipes, Wires, Fibres and Cables; SF/9 Protection of Existing Recreation Areas; NE/1 Energy Efficiency; NE/2 Renewable Energy; NE/3 Renewable Energy Technologies in New Development; NE/6 Biodiversity; NE/7 Sites of Biodiversity or Geological Importance; NE/8 Groundwater; NE/9 Water and Drainage Infrastructure; NE/11 Flood Risk; NE/12 Water Conservation; NE/14 Lighting Proposals; NE/15 Noise Pollution; NE/16 Emissions; CH/2 Archaeological Sites; TR/1 Planning for more Sustainable Travel; TR/2 Car and Cycle Parking Standards; TR/3 Mitigating Travel Impact; TR/4 Non-Motorised Modes; Appendix 1 Standards for car parking provision; Appendix 2 Standards for cycle provision.**
15. Site Specific Policies DPD (January 2006) policies relevant to this application: **SP/1 Cambridge Northern Fringe West.**
16. Cambridgeshire and Peterborough Structure Plan 2003 ("The County Structure Plan") **P1/3 Sustainable design in built development; P6/1 Development related provision; P8/6 Improving bus and community transport services; P9/8 Infrastructure provision.**
17. Government Policies **PPS1 Delivering sustainable development; PPS6 Planning for town centres; PPS9 Biodiversity and Geological conservation; PPS11 Regional spatial strategies; PPG13 Transport; PPS22 Renewable energy;**

PPG24 Planning and noise; PPS25 Development and flood risk; Good practice guide on planning for tourism; Regional Spatial Strategy 6.

Consultation

South Cambridgeshire Local Plan 2004 (“The Local Plan”) CNF1 Cambridge Northern Fringe.

18. **Impington Parish Council** makes no recommendation but the members object to the lighting strategy not enough information and also the purple wash, object to the current proposal for public art as being inadequate. On the issue of design/landscaping of ramp to car park, and the opportunity to improve external aspect by use of landscape, the Parish raise no comment. Object to the noise assessment and that whilst there are different opinions regarding noise barrier from Gallagher’s experts and Impington, advice is unresolved.
19. **SCDC Design Officer** confirms that the scheme follows the design principles established for the previous application, as supported by officers and includes a degree of articulation to break up the mass of the building. This is coupled with careful consideration of the fenestration to avoid a ‘barrack block’ appearance to the bedroom block. Revised design stemmed from need to provide additional parking, which is achieved through the introduction of a 1 ½ storey parking deck. Bedroom wing extended over the top of the raised parking deck, which has the advantage of providing more built form along northern edge of the site adjacent to A14 as suggested in the master plan and provides a better relationship to the commercial site to the east. Do not consider this to be a gateway site, however the treatment of elevation facing A14 and slip road is well considered and appropriate, while the 3D view of southern approach will suggest that building will relate positively to adjacent residential development. Minor changes could be sought regarding screen around parking deck with additional landscaping to act as a screen but this could be associated with a condition. Although signage on the tower will be subject to further application for advertisement consent it might be more sophisticated, with possible use of cutting out lettering using stainless steel to move away from ‘in-house’ design.
20. **SCDC Environmental Health Officer** raises no objection and confirms that the acoustic report indicates that with the removal of part of the A14 noise barrier, the mixed use/commercial building specification will achieve noise reduction criteria at the position and elevations where dwellings are proposed except at a “gap” in the linear arrangement of the mixed-use/commercial buildings where two and three storey dwellings are proposed. The acoustic report suggests that an 8m high block wall be erected to achieve relevant sound reduction criteria in this area. I recommend this measure be incorporated to any consent granted in respect of the above-proposed development.
21. The acoustic report further comments that with or without the roadside barrier, in order to ensure conformance with the “reasonable internal noise criterion” in bedrooms at the north elevation, windows must remain closed. This will require that alternative means of ventilation must be considered to all bedrooms at the north elevation of the proposed hotel. Such ventilation may be mechanical but whatever method is employed it must ensure that the acoustic performance of the external building façade is not compromised unfavourably. In addition to mechanical ventilation, if window units are fitted with trickle vents they must not compromise the acoustic performance of the façade. I recommend that the aforementioned specification be incorporated into any consent granted in respect of this proposed development.

22. In relation to the external building façade materials and reflected noise from the proposed development, I have the following comments:
23. The acoustic report refers to absorptive finishes that are available for the façade of the building such as sound absorbing cellular structural masonry blocks. An example is given of Edenhall Noisemaster range. It is recommended that if the proposal is successful, the aforementioned materials be applied to the north facing elevations to the hotel and proposed mixed use/commercial development to help minimise reflected noise. It is further recommended that these measures be incorporated into any consent granted in respect of this proposed development.
24. **SCDC Landscape Officer** confirms that the revised landscaping plan is acceptable.
25. **SCDC Tree Officer** requests larger trees pits within car parking areas where the roots of the larger trees may cause problems in future. Ideally the rooting zone available to these trees should be a minimum of 5m and as such detail of the proposed tree pits and staking will be required.
26. **Highways Agency** raises no objections and advises on the following. Confirm that improvements to the A14 between Ellington and Fen Ditton recommended by the Cambridge to Huntingdon Multi Modal Study (CHUMMS) were added to the Targeted Programme of Improvement in April 2003. Proposals were put forward for public consultation in Spring 2005. As part of the proposals, the A14 between the Histon and Milton junctions would be widened to three lanes in each direction. The preferred Route was announced in March 2007, and a revised TR111 was issued to South Cambridgeshire District Council. However taking the above into account the Highways Agency advise that the proposed widening of the A14 is unlikely to physically affect potential future developments along the northern boundary of the Arbury Park development. Transfer of land to cater for widening forms part of the existing S278 agreement between the Agency and Gallagher Estates.
27. Turning to the proposed development, Faber Maunsell, who provide detailed advice to the Highways Agency, have looked at the submitted information and a copy of their report is provided as part of the consultation response from the Highway Agency. The Faber Maunsell report recommends that further information on the methodology used to support the statements made in the applicants travel assessment is provided by the applicant for further consideration. The previous recommendation made by the Highways Agency that the floor space of the restaurant be restricted to prevent the restaurant becoming a destination in its own right is again requested. It is also strongly recommended that the implementation of an area wide travel plan for Arbury Camp and not a multitude of individual travel plan for small parts of the site.
28. **County Archaeology** confirms that this site was the subject of a programme of archaeological investigation and that no further works are considered necessary in connection with this development proposal.
29. **County Highways Engineer** advises that the highway infrastructure plan as approved does not match that on the submitted plan in support of this application, particularly the area of the service access. The proposed layout must correspond with the infrastructure as being built/constructed.
30. **Environment Agency** confirms that the site is within Cell F6 (floodzone 1/<1ha) of the Environment Agency's PPS25 Flood Risk Standing Advice Matrix (March 2007). It is considered that there are no other Agency related issues in respect of this application and therefore, in line with current Government guidance, South Cambridgeshire District Council will be required to respond on behalf of the Agency in respect of flood risk and surface water drainage related issues. Reference is to be

made to recent correspondence, between the respective authorities and the Developers, in respect of complying with the original drainage strategy.

31. **Cambridgeshire Fire and Rescue Service** confirms that additional water supplies for fire fighting are not required. Access and facilities for the Fire Service should be provided in accordance with the Building Regulations Approved Document B5, Section 16.
32. **Police Architectural Liaison Officer** has recommended a secure perimeter fence of a material more robust than chain link. Would suggest a 2 metres high weldmesh. Relying upon an adjoining developer along the southern boundary might compromise security on this site. Gates at entrances should also be fitted to a similar height and strength. The service access gates should be lockable and of a robust material and height to match the perimeter fence. A degree of uncontrolled access for vehicles might be seen necessary as far as the main entrance, together with a turning area, consideration should be given to the provision of access control barrier(s) associated with the up and down ramps, with exit secured by means such as the provision of a token obtained from the main reception. Lighting should also be provided to the car parking areas by means of column mounted white down lighters. Concern that the lighting provided by bollards may not be sufficient to facilitate facial and colour recognition. Not clear from drawings whether CCTV covers the central sections of the east car park, and this should be addressed.

Comments still awaited from:

33. **Drainage Engineer; Ecology Officer; Governor of Arbury primary school and Cambridge City Council.**

Representations

34. None received.

Planning Comments – Key Issues

Principle

35. Under the approved layout for the Arbury Park re-development this part of the site is allocated for commercial development. A commercial development would include office or light industrial use (Class B1) on the site and this allocation stretches along almost the entire length of the northern boundary of the Arbury Camp development. The purpose of locating commercial development within this area of the site is to allow for taller development to act as a noise attenuation screen between the A14 and the more noise sensitive residential development. In addition to the commercial area there are also five mixed-use areas allocated around the whole re-development site where a varied type of use would be encouraged.
36. As explained in the committee report for the previous hotel development, (S/2156/06/RM) the principle of a hotel development on the site is considered acceptable as the original outline consent included the provision of a hotel on the development. A hotel falls within use Class C1 which condition 27 of the original outline consent specified as a suitable development within one of the mixed-use areas. As already pointed out the application site is not located within one of the five mixed use areas but within a commercial area on the site. As such consideration in terms of the principle of the hotel development on this part of the site is a material consideration. Again this issue was considered as part of a previous application for a hotel (S/0765/06/RM) where the applicant obtained advice from Counsel. In this advice counsel considered both conditions 27 and 30 attached to the outline consent

relating to mixed uses and floor areas. Condition 27 amongst specifying suitable uses within particular areas, also limited the maximum area of land, gross floor space for buildings within the use classes as shown on a table attached to the consent. This table included a hotel (Class C1), which was not to exceed an 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. In taking these points into account it was Counsels opinion 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. For this reason the principle of a hotel on the site was accepted as an appropriate development and as such an application would not be required to satisfy all of the tests in PPS6 as though it were an entirely new and untested proposal.

37. The site area for this current application is stated as 0.517Ha (1.277 acre) and as such would not conflict with condition 27 relating to development area for a hotel as specified in the Outline Consent. For these reasons the principle of a hotel development in this area of the site is considered acceptable.

Design/Appearance

38. As this was one of the reasons for the refusal of the last application, it is important to consider how this current application aims to address the failures of the earlier scheme. Due to the position of the site and the overall scale of the building the development will be clearly visible from along the A14 as well as from within the site by residents in the adjoining flats on parcel E1. As such the members of the planning committee considered that the design of the previous scheme was not of a high enough quality to represent this edge of Cambridge. To address this concern the revised application has been amended on the main elevations to improve the external appearance of the building form. The main changes include the extension to the length of the building over the decked parking area, the provision of slatted wooden panels on the north elevation fronting the A14, the provision of the decked parking area to the front and rear elevation of the building, changes to the massing of the building and fenestration details.
39. In considering these areas in detail, the increase in length of the building by an additional 22.5 metres will increase the emphasis of the building both within the site and from the A14. This emphasis will improve the general presence of the hotel building from outside the site to provide a defined edge to the Arbury Camp development as well as to the edge of Cambridge. The extension to the length of the building is not a straight linear shape but will incorporate 'kinks' to vary the angle of the elevation of the building to help improve in the appearance of the building. Furthermore as an additional benefit the increase in length will significantly improve the noise protection to the adjoining residential properties on parcel E1 as the extra length will screen the A14 from these properties as required under the Arbury Camp Design Guide.
40. Turning to the elevation treatments, these changes will add further variation and interest to the north and south facing elevations. The introduction of full height slatted wooden panels on the north facing elevation towards the A14 these have a dual use on the building, firstly to break up the appearance of the elevation and second to assist in sound absorbing to protect the existing residents of the neighbouring village. The southern elevation fronting the rear elevations of parcel E1 will maintain smaller slatted wood panels which will help break the elevation into an acceptable appearance. The revision to both the north and south facing elevations together with

set backs and forward projections are significant improvements to the elevation treatment compared to that of the previous scheme with a combination of both vertical and horizontal emphasis being created on the main elevations.

41. This revised hotel proposal was considered at the Arbury Camp Design Review Panel on 10 September where the scheme received some measure of support but not an overwhelmingly approval. Areas of concern included the use of the decked parking areas, which appeared awkward, clear views of the decked parking area will be possible from the apartment blocks on parcel E1 and the need to carefully consider the traffic implications on the access road, which will run past the front of the primary school. In considering these comments, the decked parking area is located within part of the site, which is not clearly visible from public areas, and the offset angle from the building will not be visible from the ground level. Although it is accepted this off-set angle will be visible from the apartments on land parcel E1 the majority of rooms at the rear of this apartment block are kitchens, bathrooms, stairwells and limited bedrooms. As such the impact of the offset angle is unlikely to be to the detriment of the character or appearance of the area or upon the amenities of the adjoining residential properties. The top area of the decked car park will be visible from the rear windows of the apartments on land parcel E1, however there will be little difference between this view and that of a surface car park which is likely to occupy this part of the site in any other development. Furthermore with the addition of landscaping along the edge of the decked structure the impact of the parking area is likely to be reduced.
42. The main access route serving this part of the commercial area and the application site also includes access to the school and residential parcels on the west side of the Arbury Camp development. The view of the applicant is that traffic visiting the hotel is unlikely to correspond with the school traffic and as such there is unlikely to be a conflict between the two. Furthermore as the site is allocated for commercial the alternative development would be for a B1 employment use and a comparison between an office use and a hotel use in terms of traffic visits needs to be carried out. This comparison has been done by the applicant as part of the submitted traffic assessment which shows that the level of trip generation is higher for a B1 employment use than that of a hotel and this has been accepted the Highways Agency. As such the hotel use is likely to generate a lower level of traffic compared to that of a commercial use on this part of the Arbury Camp development, with correspondingly less traffic passing the school site.
43. In terms of building height the applicant has adopted the same approach as with the original application and as suggested by officers in that the fourth floor has been stepped back from the main building line. This approach 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, which will continue down either end of the building to the stairwells, will help 'lighten' the appearance of the building. In conclusion it is the officers opinion that the changes to the design of the building represent an improvement on the original scheme as considered by the Planning committee on 10 January 2007.
44. 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. 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.

45. In terms of renewable energy the applicant has provided a report considering options for this site. The applicant has confirmed 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. In addition to this the applicant has also confirmed that the hotel will use a variable refrigerant flow system (VRF), which is a heat pump system capable of heating and cooling simultaneously whilst using waste energy from other areas within the building and distributing this energy to other parts of the building. The VRF to be installed within the building is listed as being very efficient in the BREEAM report and scores maximum points across the building. Other sustainable measures have been considered by the applicant including wind turbine, photo-voltaic cells and solar water heating but discounted for various reasons including cost, site location restrictions and maintenance issues.

Highway/parking issues

46. The revised proposal allows for a total of 135 car parking spaces arranged around the front, east side and rear of the hotel building and is a response to the second reason for refusal on the original application. This revised provision represents an increase in parking over the previous level by an additional 37 spaces however it is accepted that there is also an increase in accommodation levels by an extra 17 rooms. The increase in parking provision on the site does not equal the maximum amount as stated within the Parking Standards contained in Appendix 1 of the DPC, which would require the provision of 200 parking spaces for a hotel development of this size. It is however important to remember that the standards are for a maximum level of parking and not a minimum level to be achieved. In the previous application the applicant pointed out that based upon their experience over many decades of operating more than 450 hotels throughout the country there should be no fewer than 0.7 spaces per room for a hotel of this size and location. This experienced assessment is tested on a regular basis through analysis of parking trends across the hotels within the applicants' chain, which includes 40 bed units through to 200 bed hotels. The applicant continues by stating that each time rooms are added to an existing hotel, (the company's expansion in recent years has been 600 –750 new rooms per annum), parking surveys are undertaken to assess the use of the car park compared to the occupancy rate of the hotel. In the last five years over 300 such surveys have been carried out which allows the applicant to ensure that the level of parking provision on their sites is neither an over-provision nor falling short of requirement.
47. In revising this proposal the applicant has now increased the ratio of parking at the site to 0.87 spaces per room, which is clearly a significant increase compared to that of the previous application. Again in support of this parking arrangement the applicant has submitted the results of a survey carried out this year at four other hotels in the applicants' chain, which are of similar locations to that of the current application site. The hotels include Stevenage at 115 bed in size and positioned close to junction 7 of A1(M), Milton Keynes at 120 bed and located close to the A5, Luton at 129 bed and positioned close to the junction of the A6 and A505 and finally Bristol at 106 bed in size and located close to junction 17 of the M5. In terms of the parking at these other sites, the surveys were carried out where on at least 4 nights a week (generally Monday – Thursday) each hotel was fully occupied or almost so. Although it is accepted by the applicant that in each case there is a variable factor in the presence and size of a restaurant which in turn affects the size of the car park, in each case the

number of spaces allocated to the hotel use is less than the number of rooms. These proportions are, 81%, 83%, 70% and 76% respectively. From the survey results it is clear that none of the hotels experienced a short fall in parking provision even during nights where there was full occupancy in terms of rooms. Based upon the evidence provided it is clear that the applicant has a good understanding on the level of parking required for their sites and as such the provision of 135 spaces on the site will be adequate for the development. 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.

48. In this instance, the case for the proposed parking provision on the site has been justified. It is therefore unreasonable to insist on the application of a maximum standard for this edge of City site and as such, although the parking provision is below the maximum that could be sought for this type/size of development, it is not considered that a refusal on the grounds of parking could be substantiated.
49. Further support for the level of parking is provided with the submission of a green travel plan for members of staff. 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 the revised ground floor layout with the provision of a covered cycle storage area for up to 36 cycles which in terms of the Councils adopted standards is 8.5 cycle spaces more than required for the level of staff. Furthermore the ground floor plan of the hotel includes a dedicated staff room, providing a shower, changing area and lockers to encourage staff to either cycle or walk to their place of work. The applicant has also pointed out that the 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.
50. The level of parking and the number of trips generated by the hotel use has been considered by the Highways Agency in the form of the applicants Transport Assessment. From this information although no objection to the principle of the hotel development has been submitted further information and points of clarification are sought, along with a request to limit the floor space of the hotel restaurant and for an area wide travel plan be implemented. The restriction on floor space of the restaurant is to ensure that the restaurant remains more for the use by the hotel guests rather than becoming a destination in its own right and could be controlled by condition.
51. With regards to the area wide travel plan there are potential logistical problems with this approach in that it would require the applicant to rely upon the commercial area being built at the same time as the hotel and then a co-ordinated approach to the provision of a travel plan. All of which are outside of the control of the applicant and there is no guarantee that sites would be constructed at the same time. Furthermore other than the application submitted by Barratt Homes for a change from commercial to residential use, there are currently no other applications for commercial development along the northern edge of the Arbury Camp site with the Council. In the event that the hotel is granted reserved matters consent and work start on site, until all other development on the Arbury Camp site is completed an area wide travel plan could not be implemented. This would therefore leave the hotel operator with one of two options either to have no green travel plan/travel co-ordinator or to provide one of their own. The applicant by submitting a green travel plan has shown a willingness to

address the potential problem of staff travelling to work by car and using valuable parking space within the site. Since the receipt of this request by the Highways Agency the sustainability officer at the Council is however looking into the issue of a co-ordinated travel plan across the site, which the applicant could be involved with. Any further progress on this will be reported verbally during this meeting.

52. It is also worth noting that under schedule 7 of the S106 agreement attached to the Outline planning consent, where at least 8 persons shall be employed on any part of the Site used as a separate planning unit for any purpose other than residential use (herein referred to as the "Unit") the Owner (here meaning the owner of the freehold interest or any leasehold interest derived there from for a term yet unexpired exceeding 21 years in that Unit) is required to adopt a Travel for Work Plan in the form set out in Annex 1 of the agreement. As such the applicant is required to adopt a suitable travel to work plan and therefore a further condition, which would 'double-up' on this requirement, would be considered unnecessary and hence fail the test of a condition as set out in Circular 11/95, 'The use of conditions in planning permissions'.

Conclusion

53. This is a revised application following the refusal of a hotel on this part of the Arbury Camp redevelopment site. The applicant has revised the scheme in order to address the two reasons for refusal.
54. On the issue of design the applicant has made significant alterations to the design of the building to incorporate changes to elevations to improve the appearance and presence of the hotel from both within and outside the site. Some the changes to the north facing elevations fronting onto the A14 will also help reduce any potential reflection of noise from the A14 traffic to assist with the problem of noise which the Parish Council state exists with the current noise barrier along the A14 boundary.
55. The applicant although accepting that the accommodation is viewed as a 'budget hotel' confirms that this is not to suggest the design and/or materials used on the build are budget in terms of cost or appearance. The design has picked up on the advice provided by both the Arbury Design Panel, from meetings with officers of the Council, in response to the concerns raised by members of the committee as well as architectural features on other developments within the Arbury Camp site. The choice of materials is in line with those required under the Arbury Camp Design Guide to which all developers on the site are working.
56. Turning to the second reason for refusal the extension to the length of the building has allowed for the provision of additional parking spaces in the form of a decked parking area over which the hotel will be constructed. The increase in parking although accompanied by an increase in accommodation space is at a significantly higher ratio than that of the previously refused scheme. Furthermore the applicant has provided details of parking surveys carried out this year at 4 other hotels within the applicant's chain at locations similar to that of the application site. From this information it is clear that the level of parking required at the hotels surveyed did not require the same number of spaces as to room numbers even on nights when there was full occupancy at the hotel. The survey work is further backed by a green travel plan, cycle storage and changing room facilities to encourage staff to either walk or cycle to the hotel rather than use their car.
57. Although further information has been requested by the Highways Agency no objection to the principle of the hotel development has been provided subject to a condition restricting the size of the restaurant and an area wide travel plan. The floor space of the restaurant could be controlled through a condition while the requirement

of an area wide travel plan is being considered in terms of a co-ordinated approach for the remaining parts of the Arbury Camp redevelopment.

58. Due to the above reasons the application is considered to represent an acceptable form of development within the site and has addressed the concerns expressed by the members of the committee as outlined in the reasons for refusal on the previous application.

Recommendation

59. At the time of writing this report some transport issues remained unresolved. Discussions with the applicants and their agents are continuing and an oral report will be made at the meeting on the latest position. If by the time of the Committee meeting the majority of the outstanding issues have been satisfactorily resolved or appear capable of being resolved quickly, the Committee may wish to indicate whether it is minded to grant permission, subject to suitable conditions. If the Committee is minded to grant permission, they may wish to consider delegating the final decision to issue permission to the Executive Director / Head of Planning Services, in consultation with the Chair.
60. Subject to no adverse comments from the Highways Agency following receipt of the additional information that reserved matters approval be granted subject to the following conditions:
1. Standard Conditions 52 – Implementation of landscaping (Reason 52);
 2. Sc60 – Details of boundary treatment (Rc60);
 3. Surface water drainage details;
 4. Foul water drainage details;
 5. Restriction of hours of use of power operated machinery;
 6. Restriction on floor space of restaurant;
 7. Details of Art;
 8. Details of hard surfaces;
 9. Ecological details;
 10. Cycle storage;
 11. Developers compound;
 12. Finished floor levels;
 13. Lighting details;
 14. Access details to be agreed and provided;
 15. Provision of car parking;
 16. Fire hydrants;
 17. Details of refuse/storage area;
 18. Details of landscaping treatment to car park;
 19. Details of tree pits;
 20. Submission of material samples;
 21. Details of room ventilation methods;
 22. Details of CCTV coverage.

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)
 - P6/1** (Development related provision)
 - P8/6** (Improving bus and community transport services)
 - P9/8** (Infrastructure provision)
 - **Development Control Policies DPD July 2007:**
 - DP/1** (Sustainable development);
 - DP/2** (Design of New Development);
 - DP/3** (Development Criteria);
 - SF/6** (Public Art and New Development);
 - NE/1** (Energy Efficiency);
 - NE/2** (Renewable Energy);
 - TR/1** (Planning for more Sustainable Travel);
 - TR/2** (Car and Cycle Parking Standards);
 - TR/3** (Mitigating Travel Impact);
 - Appendix 1** (Standards for car parking provision);
 - Appendix 2** (Standards for cycle provision).
 - **South Cambridgeshire Local Plan 2004: CNF1 (Cambridge Northern Fringe).**
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 LDF
- 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; S/2156/06/RM.

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

7th November 2007

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

CAMBOURNE UPPER CAMBOURNE STANDARD BOUNDARY DETAILS

Purpose

1. To seek delegated powers to approve / refuse the Upper Cambourne Standard Boundary Details for Development Control purposes as part of the Cambourne Design Guide in accordance with Outline Planning Permission S/1371/92/O for Cambourne.

Background

2. The draft boundary details have been prepared by the Cambourne Developers' masterplanners, Randall Thorp, and have been discussed and amended following Planning Officers' advice. They are intended to guide the consistency of development throughout the different parcels to be developed by different housebuilders in Upper Cambourne in accordance with the Outline planning permission for 3,300 dwellings, and potentially for the subsequent phases which are the subject of a current planning application.
3. The Boundary Details are designed to give a distinctive sense of place throughout Upper Cambourne, and to enhance the road frontages and open spaces in the first two Phases for which there are approved housing layouts and simple contemporary detailing on the house types.

South Cambridgeshire Local Plan 2004 (Local Plan)

4. **Cambourne 2** – Development in accordance with Cambourne Design Guide **SE7** – Development in accordance with Cambourne Masterplan and Design Guide.

Local Development Framework

5. Cambourne is identified in **Policy ST/4 Rural Centres** as a rural centre; since these “comprise the most sustainable villages in South Cambridgeshire there is no strategic constraint on the amount of development of land for housing that can come forward within the village frameworks, provided that the proposals are in accordance with the policies in the Plan.”

Local Development Framework Development Control Policies DPD 2007

6. **DP/2 Design of New Development** – All development must be of high quality design and, as appropriate to the scale and nature of the development, should, in particular, (c) include variety and interest within a coherent design,

which is legible and provides a sense of place whilst also responding to the local context and respecting local distinctiveness;

7. The approved **Cambourne Design Guide** describes the character of Upper Cambourne as the quietest and most secluded of the villages being “self-contained at the end of the village road with no further connection except for buses. The Design Guide emphasis is on the rural character, both in materials used and the structural tree framework and spacious layout.
8. The **Phase 6 and Phase 7 Development Briefing Documents** (Briefs) approved under delegated powers granted by Planning Committee on 6th December 2006 and 1st August 2007 specify broad sweeping spine roads suitable for public transport buses, and retention of the more linear established hedgerows within greenways. The spine road frontages lie in “character zones” where specific frontage treatment is required, (dwarf wall and railings immediately at the back of the southern spine road footway, similar formal railings at the west end of the northern spine road, changing to picket fences and hedgerows further east as the development comes closer to the greenways and structural woodland around the settlement). A network of subsidiary vehicular routes and pedestrian and cycle paths should be differentiated in character by the use of, among other things, boundary treatments suitable to the function of the route in the hierarchy. Adjacent to the greenways the Briefs require estate railings with hawthorn hedge to the rear, and around the village green front garden boundaries should be dwarf walls or railings with hedges. The overall design style for Phases 6 and 7 is described as “continuing the contemporary styles used in some parts of Cambourne whilst retaining elements and materials traditionally found in South Cambridgeshire. To emphasise this contemporary style, designs may consider the following: minimise pastiche add-ons, and use un-fussy window and door details and fixtures.”

Considerations

9. The Boundary Details are compatible with the approved Briefs which set out the context of the existing roads and established hedgerows and take advantage of these by ensuring their retention as part of the development. The railings and fences are simple, un-fussy designs which are distinguished by horizontal lines to reflect the use of forms and materials on the approved spine road frontage architecture, and to blend with the gently sloping landform of Upper Cambourne.

Consultations

10. Cambourne Parish Council views to be reported verbally (the Parish Council will be considering this document at its meeting on 6th November).

Effect on Annual Priorities and Corporate Objectives

11. Affordable Homes	Facilitating the visual integration of the affordable housing into the overall development
Customer Service	Providing consistent and transparent planning advice
Northstowe and other growth areas	Facilitating the continuing growth of Cambourne

Quality, Accessible Services	Providing consistent and transparent planning advice.
Village Life	Safeguarding the separate character of Upper Cambourne
Sustainability	The boundaries will incorporate hedges and permeable treatments for wildlife corridors and biodiversity
Partnership	Cooperation with the Cambourne Developer to deliver appropriate development.

Conclusions/Summary

12. The Boundary Details are an important tool for ensuring consistency between the designs for individual parcels, including the affordable housing sites. They also provide certainty for the housebuilders when preparing their specifications. The styles are sufficiently distinctive to afford Upper Cambourne a more contemporary “sense of place” and contribute to legibility within the settlement, and are therefore considered to comply with the Briefs and the Local Plan saved policies and Local Development Framework criteria.

Recommendation

13. APPROVE the Upper Cambourne Boundary Details October 2007.

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

South Cambridgeshire Local Plan 2004 saved policies
 Local Development Framework 2007 Core Strategy
 Cambourne Design Guide
 Phase 6 Upper Cambourne Development Briefing Document Rev H, February 2007
 Phase 7 Upper Cambourne Development Briefing Document Rev D, July 2007
 S/1371/92/O Outline planning permission for Cambourne

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee7th November 2007**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

**S/1371/92/O - CAMBOURNE
CAMBOURNE SPORTS CENTRE:
PROPOSED VARIATION TO SECTION 106 AGREEMENT****Recommendation: Approval****Date for Determination: N/A****Notes:**

This Application has been reported to the Planning Committee for determination because there are no delegated powers to amend the Section 106 Agreement.

Site and Proposal

1. Members may recall agreeing at their August meeting in 2006 that the original Section 106 Agreement for Cambourne be amended to take account of the likely alternative proposal for the provision of the sports centre in Cambourne. Previous to that, Members may also recall changing the trigger point for this provision from 2000 dwellings to 31st December 2007, at their meeting of 5th April 2006.
2. Subsequent to the August 2006 decision, the likely provider of the sports centre pulled out of the deal with the Cambourne Consortium of developers, and they were left to find an alternative provider. The Variation to the Section 106 Agreement had been amended but was still being refined at that stage. The new provider, found early this year will now be Leisure Connection Ltd which is in partnership with Relkin Construction, and together they design and build new sports centres as well as running several existing sports centres under contract for local authorities. Planning permission for the new design of the sports centre, to include a swimming pool, and available fully on a pay and play basis, was granted in September this year. The Variation to the Section 106 Agreement was further refined to reflect the actual provision and is now in a position for all parties to sign.
3. However, because of this change in provider and the new application, it is clearly not possible to build the sports centre by the end of this year. The Consortium's Project Director has therefore submitted a letter requesting a further change to the trigger point, to 31st March 2009. The letter states:
4. "The deadline to build the Centre by 31 December 2007 cannot be achieved. At the time we promoted this date we had entered into discussions with Xpect Leisure who were keen to build the Centre by this date. In March of this year Xpect Leisure withdrew their interest for reasons which have been clearly publicised and documented.

5. Fortunately we managed to attract another company in May 2007, Leisure Connection who wish to build a larger Pay and Play Centre which everyone has supported following extensive consultations. Leisure Connection subsequently submitted a planning application July and this was approved on 27 September 2007.
6. It will be difficult for Leisure Connection to commence on site before February 2008, in that there are ten conditions to clear, working drawings to prepare, building regulation approval to be obtained and a period of time to mobilise materials and labour. Once started the project will take 52-54 weeks to complete ie end of March 2009.
7. In view of the above we regrettably seek your Council's approval to the new trigger point of 31 March 2009 to complete the Centre. I have to say and I think you will agree that whilst this extended delay is unwelcome the community will inherit a much larger and useable centre with a greater variety of indoor sports to play."
8. The developer for the sports centre has also been contacted by email about the timescale for the sports centre's provision. He states: " ***

Planning History

9. S/1371/92/O – Outline permission for new settlement, with S106 Agreement including specification for sports centre with 2000 occupations trigger point.
10. S/6290/05/RM – Sports centre to comply with original S106 Agreement submitted by Cambourne Consortium in 2005, developers unwilling to make amendments until company to build and run the centre was found. Significant interest from Xpect leisure in 2006, and negotiation towards S106 changes (which would have led to new application), but fell through in early 2007. This application remains the Cambourne Consortium's back-up until the new centre begins construction, whereupon this will be withdrawn.
11. S/6427/07/RM – Sports centre to design by Relkin and Leisure Connection approved September 2007.

Planning Policy

12. **Cambridgeshire and Peterborough Structure Plan 2003: P1/3** – Sustainable Design in Built Development, P3/4 – Rural Services and Facilities.
13. **South Cambridgeshire Local Plan 2004** saved policies
Cambourne 2 – Development in accordance with Cambourne Design Guide
SE7 – Development in accordance with Cambourne Masterplan and Design Guide.
15. **Local Development Framework Core Strategy 2007**
STa-k Objectives – arising from the Strategic Vision for South Cambridgeshire.
ST/4 Rural Centres including Cambourne – Development and redevelopment without any limit on individual scheme size will be permitted within the village frameworks of Rural Centres, as defined in the Proposals Map, provided that adequate services, facilities and infrastructure are available or can be made available as a result of the development.

16. **Local Development Framework Development Control Policies 2007**
DP/1 requires development to demonstrate that it is consistent with the principles of **sustainable development**.
DP/2 requires the **design of new development** to be of high quality, with criteria listed, and content for design and access statements.
DP/3 sets **development criteria**, a checklist to ensure all requirements are met.
DP/6 sets criteria for the sustainable **construction methods** to protect resources and amenities.
HG/1 sets criteria for **housing density**
HG/2 sets targets for **housing mix**
NE/1 requires development to demonstrate measures to increase **energy efficiency** and reduce carbon emissions
NE/3 requires **renewable energy technologies in new development** of more than 10 dwellings to provide for at least 10% of predicted energy requirements.
NE/6 requires positive **biodiversity** gain
NE/12 requires development to incorporate **water conservation** measures, including a Water Conservation Strategy for 10 or more dwellings
NE/14 sets standards for **lighting proposals**
TR/1 encourages **planning for more sustainable travel** through accessibility, alternative modes, and parking levels. This is supported by TR/2 which sets parking standards, TR/3 which requires mitigation of travel impacts, and TR/4 which encourages use of non-motorised modes.

Consultation

17. **Cambourne Parish Council** to be reported verbally (the Parish Council will be considering the proposal at its meeting on 6th November).

Planning Comments – Key Issues

18. The sports centre has been part of the makeup of Cambourne since it was first approved, being noted in the S106 Agreement and the Masterplan. Its construction is therefore acceptable in principle and complies with policy. The Deed of Variation has been negotiated in order to ensure a viable centre is built. The original sports centre proved to be unworkable in today's sporting climate, but as amended the eventual developer, a company that runs sports centres for local authorities, will run the centre on a fully pay and play basis including a pool. It is now simply a matter of timing, and whilst it is unfortunate that the current developers were not found sooner, the ultimate sports centre will be the best that that can be achieved.
19. There is nothing to be gained by not agreeing a change to the trigger point, but it is necessary to ensure that a new trigger point is both realistic and ensures delivery as quickly as possible. The Cambourne Consortium and the sports centre developer both confirm the likely timescale and it is therefore considered that this should be applied to the S106 Deed of Variation.

Recommendation

20. **APPROVE** the change to the trigger point for provision of the cambourne Sports Centre to 31st March 2009.

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

- South Cambridgeshire Local Development Framework Core Strategy (adopted January 2007)
- South Cambridgeshire Local Plan 2004 (Delete as appropriate)
- Cambridgeshire and Peterborough Structure Plan 2003 (Delete as appropriate)
- Planning files S/1371/92/O, S/6290/05/RM, S/6427/07/RM
- Reports to Committee on 5th April 2006, 2nd August 2006
- Letter from D Chare, Cambourne Consortium Project Director, 16th October 2007

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee7th November 2007**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

**S/1390/07/RM - Longstanton
Erection of 159 Dwellings on Land West of Longstanton
(Phase 3b - Home Farm) for David Wilson Homes and Peter Longwill Stroude**

**Recommendation: Approval
Date for Determination: 22nd October 2007 (Major Application)**

1. Attached is the report to the 3rd October 2007 meeting.

Update

2. Members will recall deferring consideration of the proposal pending an assessment by the Council's Principal Legal Officer of the issues of the timing of the bypass in relation to dwelling occupancy rates, the extension to the recreation ground and the adequacy of the sewage infrastructure to accommodate the 159 dwellings.
3. The application has not been further revised. However, Members may recall the updates given verbally to the report at the October meeting and the comments given by the Council's Ecology Officer and Drainage Officer. I consider that the outstanding matters referred to in that report have either been addressed or can be addressed through appropriate conditions.
4. A duplicate application was submitted on 8th October 2007.

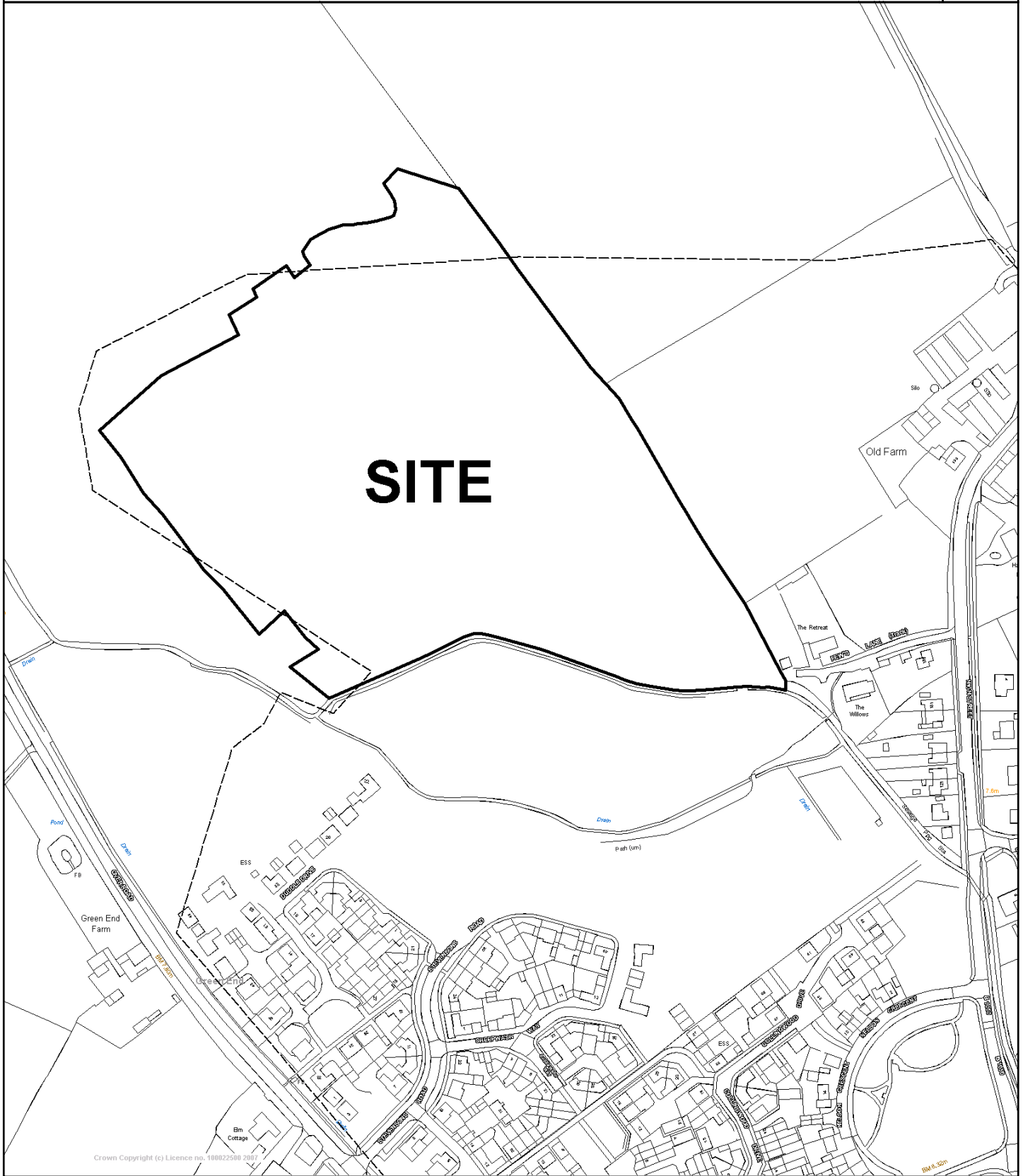
Further Consultation responses

5. **Longstanton Parish Council**

"The Parish Council has no particular view on the layouts proposed in the application. However, the layouts are for a total of 159 new homes, and the Parish Council objects to these new homes being built at all until vital infrastructure is in place as follows.

- 1) The sewage system currently in place is well in excess of capacity. This is evidenced by frequent pumping into lorries on the High Street and continual reports of garden flooding and backed up toilets. A promise by Anglian Water to upgrade the system is welcome, but a promise is not the same thing as delivery of the improvements, which is not scheduled until later next year. Any assertion that the current system can cope with the current load is not born out by the facts on the ground, and therefore must not be taken as correct. It would be reckless to approve any further development discharging into an already over-capacity system until the system has actually been upgraded.
- 2) There are already more homes approved than the outline consent permits occupation of until the permanent bypass is in place. This bypass is not scheduled for opening until later next year. Approving more homes without the

s-1390-07-RM



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October 2007 Planning Committee

bypass in place would not permit proper enforcement of the terms of the outline consent.

- 3) The outline application included an extension to the parish's recreation ground. This extension has not been delivered and there is no schedule for its delivery. Until the District secures a schedule for its delivery under Phase 2 of the development, no further applications should be entertained.
- 4) We are unclear how this amended application is in any way different from the application that was turned down.

The Parish believes it is vital that the District ensure that the recreation ground extension, sewage improvements, and B1050 bypass are in place before the application is approved.”

6. **Anglian Water**

“Improvement works have been highlighted to the existing foul system in order to accommodate flows from the proposed development area. The works have been programmed for September 2008. We will therefore require confirmation on proposed timescales for development. Full drainage proposals would be subject to technical approval following Section 104 proposals.

Surface water will need to discharge to soakaways or direct to watercourses, which is outside the jurisdiction of Anglian Water.

Should the Council be mindful of granting planning approval, we would recommend the following condition:

Details of foul and surface water drainage for the site shall be submitted to and approved by the Local Planning Authority before any work on the site commences. The drainage works shall be constructed in accordance with the approved plans. (Reason – To ensure satisfactory drainage of the site and to prevent flooding).”

7. **Local Highway Authority**

“The proposed palette of materials for the Square clearly differentiates between ‘carriageway’ and ‘footway’. In this area there should be no clear distinction between the various users of the highway. A single surfacing material should be used throughout to reinforce the message that no user of the highway has priority within the Square.

The Lanes to the western side of the development have not been dimensioned.

The Highway Authority has agreed a design for the junction between the shared use areas and the Lanes/Greenways and would seek to have this drawing included within those approved as part of the planning process.”

8. **Natural England**

Withdraws its previous objection but suggests a condition to ensure that all site clearance operations take place outside the bird breeding season. Provision should also be made for nesting birds through the erection of bird boxes etc.

9. **Council's appointed Urban Design Officer**

Comments are awaited in relation to the most recent amendment. Members will be updated at the meeting.

10. **Comments of the Principal Legal Officer**

"The Provision of the Bypass

1. In the Section 106 Agreement dated 16th October 2000 the provision of the bypass is contained on page 25 and says as follows:-

"The estate owners will complete the Longstanton bypass prior to the occupation of the 251 dwellings on the property".

Various figures with regard to the completion of dwellings were considered but as far as I am aware an actual figure has not yet been established although in my discussions with a representative from the company he indicated that approximately 190 dwellings have been occupied. I think we should seek clarification from the Developer as to how many have been occupied and seek an update on the proposals for the completion of the bypass. However I cannot see how legally the Committee could decline to determine a reserved matters planning application on the basis of an alleged breach of the Section 106 Agreement. If we turn down their application based on an alleged breach of the Section 106 Agreement we could not defend this point at an Appeal and are certain to lose and would have a good chance of costs being awarded against us. A Section 106 Agreement is a contract which can be enforced against the original covenantor and any successor in title. The normal remedy is the granting of an injunction since the Local Planning Authority itself would not normally suffer financial loss.

2. **The Transfer to the Parish Council of the Recreation Ground Extension**

This matter is not dealt with in the Section 106 Agreement dated the 16th October 2000, as that Agreement relates to the highway works and the education contribution.

The usual situation would be that the landowner would covenant to make land up to a certain standard being public open space and once the land had been made up to that standard it will be transferred to the Parish Council at a nominal value. I expected to find a Section 106 Agreement which would deal with this but have been unable to locate one. However, if as I suspect there is a covenant to do this and this covenant is not being fulfilled then the Developer should be pursued on that covenant. Refusal of this reserved matters application based upon contravention of a covenant in a Section 106 Agreement is not a valid ground for refusing this application and again if we did this and the matter went to Appeal we would stand a good chance of costs being awarded against us.

3. **The Anglian Water Sewage Infrastructure Improvements**

As I understand it Members are unhappy as to whether the proposed development can be accommodated by the sewage infrastructure but the company have told me that Anglian Water have approved their scheme and as such I cannot see how the District Council's Planning Authority could go

behind that approval given that they are the people who have to approve such a scheme and are the experts. Again if we refused this reserved matters application on the basis of our concerns about the sewage infrastructure improvements and these have already been approved by Anglian Water we would have little or no prospect of success at an Appeal and we have a good chance of costs being awarded against us.

My overall conclusion is therefore that for the reasons as indicated above Members cannot rely upon any of the three matters of concern raised at the last Planning Committee as being a reason for refusal of the application and unless they have any genuine planning concerns of which I know none at the moment then this application now needs to be approved.”

11. Further Representations from the Applicant

Attached is a copy letter from the applicant's solicitors.

Planning Comments

Overall approach

12. I am mindful of the advice of the Council's Principle Legal Officer and the concerns of Members expressed at the October Committee Meeting. Clearly these concerns should not form reasons for refusal of this Reserved Matters application but must nevertheless be addressed. I would invite Members to agree that there are two distinct issues here. On the one hand the details of layout, scale, appearance and access that should be the only matters for consideration of this application and on the other the concerns relating to the timing of the bypass, the extension to the recreation ground and the adequacy of the sewerage infrastructure that apply to the site as a whole.

13. I have asked the applicant's to consider these concerns and to write to Members prior to the November meeting with a detailed account of their position in relation to these issues.

Bypass

13. In my opinion, it will be some time before any of the houses within Phase 3B could be built bearing in mind the need to build the road into the site and the applicants own build program.

14. Notwithstanding the Council's controls through the S106, as detailed above, the new dwellings are unlikely to be ready for occupation significantly before the completion of the bypass which is projected to take 10 months to construct.

15. I understand that 20% of the bypass is already constructed and that the remaining 80% is dependent on funding from Phase 3. The bypass itself is phased and the funding for it is from the revenue received from the developers of each phase through the purchase of the land. These funds cannot be forthcoming until Reserved Matters have been granted.

16. Notwithstanding the above I am mindful that Phase 3A Reserved Matters have been approved. In this regard 351 dwellings can already be built (total of approvals for phases 1, 2 and 3A) and Members' concerns that the 250 limit could be breached are already pertinent.

17. I propose, therefore, that the occupation rate on the whole site should be monitored on a monthly basis and that the developers should provide this information to be checked by officers. The applicant's have agreed to this but I have yet to approach the developers of the other phases. In any case officers will be able to monitor the situation. Should occupancy rates approach the 250 limit the developers will be reminded of the possibility of an injunction and should the limit be exceeded such action can be taken.
18. With regard to comments made at the October meeting in relation to breaches of trigger points at Cambourne, the applicants have not currently breached any planning controls and I do not therefore consider the Council's approach to that situation to be relevant to this application.

Extension to the recreation ground

19. I am mindful of the advice of the Council's Principle Legal Officer. The matter is currently under discussion between the various parties and I have asked the applicants to provide information on their role and the likely timing of the provision. I expect this information to be contained within the letter to Members from the applicant but if not Members will be updated at the meeting.

Sewerage infrastructure

20. I would remind Members that Anglian Water has a duty to provide the appropriate infrastructure. Anglian Water has confirmed that it is able to do this and as a result the relevant conditions contained within the Outline Planning Permission have been discharged. I understand that the applicants may have some up to date information that will be available before the committee meeting. Members will be updated at the meeting if relevant.

Footpath link to Fews Lane

21. I have received a further clarification from the occupiers of the Retreat that they do not object to the existing route of Public Footpath Number 3 into Fews Lane but they do not wish to see Phase 3B linked to this.
22. The proposed link from Phase 3B to Fews Lane will add permeability to the development but residents of this phase will be able to access Fews Lane via the central open space in any case. Fews Lane is already part of a public footpath that links up with Over Road. I recommend that Members allow the link, however, the scheme will work without it if Members are so minded.

Conclusion

23. Member's have clear concerns about the Home Farm development as a whole which I understand. However, I do not consider it appropriate to withhold the Reserved Matters Consent for these reasons. They apply to the whole site and not just to this part of Phase 3. I hope the above and the information yet to be received from the applicants will help to address these concerns.
24. Final comments are expected from the Council's appointed Urban Design Consultant. However, I consider the scheme to be acceptable as submitted. Any further detailed changes suggested will be reported verbally and dealt with either by condition, where relevant, or, with the agreement of the applicants, through post decision

amendments. Following the lengthy pre application discussions and the amendments to the application (the layout plan is on its fifth revision) any further changes are likely to be minor.

Recommendation

25. Approval in accordance with the submitted plans as amended by plans ref. DWSM3 SL2 rev E, LS3/LS3B/01B and SB8 drawings 1 and 2 all date stamped 23rd October 2007 and subject to safeguarding conditions. Authorisation to take injunctive action should there be a breach of the occupancy trigger point contained within the S106 agreement to be monitored by officers.

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

- Reserved Matters Application File Ref S/1390/07/RM and application files referred to in the 'History' section of this report.
- Cambridgeshire and Peterborough Structure Plan 2003
- South Cambridgeshire Local Plan 2004
- South Cambridgeshire Local Development Framework Development Control Policies Development Plan Document 2007
- Development Brief for Home Farm, Longstanton 1998
- Documents referred to in the report including appendices on the website only and reports to previous meetings

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee 7 November 2007
AUTHOR/S: Corporate Manager – Planning &
Sustainable Communities

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

Purpose

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

Summaries

**Mr G Slowman – Two storey front extension – 77 Heydon Road, Gt Chishill –
Appeal allowed. Application for costs dismissed**

2. This appeal involved a large, modern detached house on the edge of the village. The proposal was to replace an existing lean-to entrance porch with a fully glazed, two-storey gable front porch. The single main issue was the affect on the character and appearance of the surrounding area.
3. The inspector accepted that such a prominent addition with its extensive use of glass would undoubtedly alter the appearance of the house. However, he concluded that the house has a bland frontage that is capable of accommodating a focal feature such as this without adversely affecting the appearance of the building or changing its essential character. While the extensive use of glazing is not a feature of any nearby buildings, the area has a wide variety of styles and materials. The extension would add to this variety. It would not in any case be unduly prominent or intrusive in the street scene due to its set back from the road and the presence of landscaping along the front and side of the property.
4. The appeal was allowed subject to a condition requiring details of the proposed roofing materials.
5. The appellant applied for an award of costs on the basis that the Council's refusal was unreasonable. The Council had failed to produce professional architectural evidence at the hearing. Parts of the reasons for refusal were inadequately defended. The Council's approach had been unnecessarily prescriptive in an area that is not visually sensitive (i.e. outside a conservation area). The Council should not have tried to stifle innovation or impose its own architectural tastes.
6. For the Council, it was argued that the reasons for refusal had been adequately substantiated. Regard had been had to the development plan. Matters of design are necessarily subjective, requiring an element of judgement to be made. The Council had identified specific architectural elements to which it objected. There was nothing inherently unreasonable in this approach. As such, there was no need to provide an architect to give evidence. Case officers had sufficient experience and knowledge to

properly consider the application.

7. The inspector found that the reasons for refusal were consistent with development plan policies and national planning guidance. The Council was entitled to consider the architectural merits of the extension on the host building and on the street scene. The Council's statement amply explained its objection and it was professionally represented at the hearing itself. While the inspector had come to a different conclusion on the merits of the proposal, the Council's approach had not been unreasonable to justify an award of costs. The application for costs was therefore refused.