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27 November 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, 5 DECEMBER 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

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PROCEDURAL ITEMS	
1. Apologies	
2. General Declarations of Interest Members are requested to complete the attached form, returning it to Democratic Services, and announce specific 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 7 November 2007 as a correct record. The draft minutes are available by following the links from www.scambs.gov.uk/meetings	
PLANNING APPLICATIONS AND OTHER DECISION ITEMS	
4. S/1737/07/RM – Waterbeach (Bannold Road)	3 - 14
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9.	S/1903/07/RM – Harston (Land at 18 High Street [Accessed from Orchard Close])	39 - 50
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INFORMATION ITEMS

The following item is included on the agenda for information and is available in electronic format only (at www.scambs.gov.uk/meetings and in the Weekly Bulletin dated 28 November 2007). Should Members have any comments or questions regarding issues raised by the report, they should contact the appropriate officers prior to the meeting.

12. Appeals against Planning Decisions and Enforcement Action

Contact officers:

Gareth Jones, Corporate Manager (Planning and Sustainable Communities) – Tel: 01954 713155

John Koch, Appeals Manager (Special Projects) – Tel: 01954 713268

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

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

Notes

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

South Cambridgeshire District Council

Planning Committee – 5 December 2007 – Declaration of Interests

Councillor

Personal / Personal and Prejudicial [delete as appropriate]

Item no: App. No. Villiage:

Reason:

Personal / Personal and Prejudicial [delete as appropriate]

Item no: App. No. Villiage:

Reason:

Personal / Personal and Prejudicial [delete as appropriate]

Item no: App. No. Villiage:

Reason:

Personal / Personal and Prejudicial [delete as appropriate]

Item no: App. No. Villiage:

Reason:

Please return the completed form to ian.senior@scambs.gov.uk 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]

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Reason:

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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

S/1737/07/RM – WATERBEACH
100 Dwellings with Associated Garages, Roads, Sewers and Ancillary Works and Landscaping
(Reserved Matters Pursuant to Outline Planning Permission Ref S/1551/04/O)
Bannold Road for Morris Homes

Recommendation: Approval
Date for determination: 11th December 2007
(Major Application)

Members will visit the site on 5th December 2007.

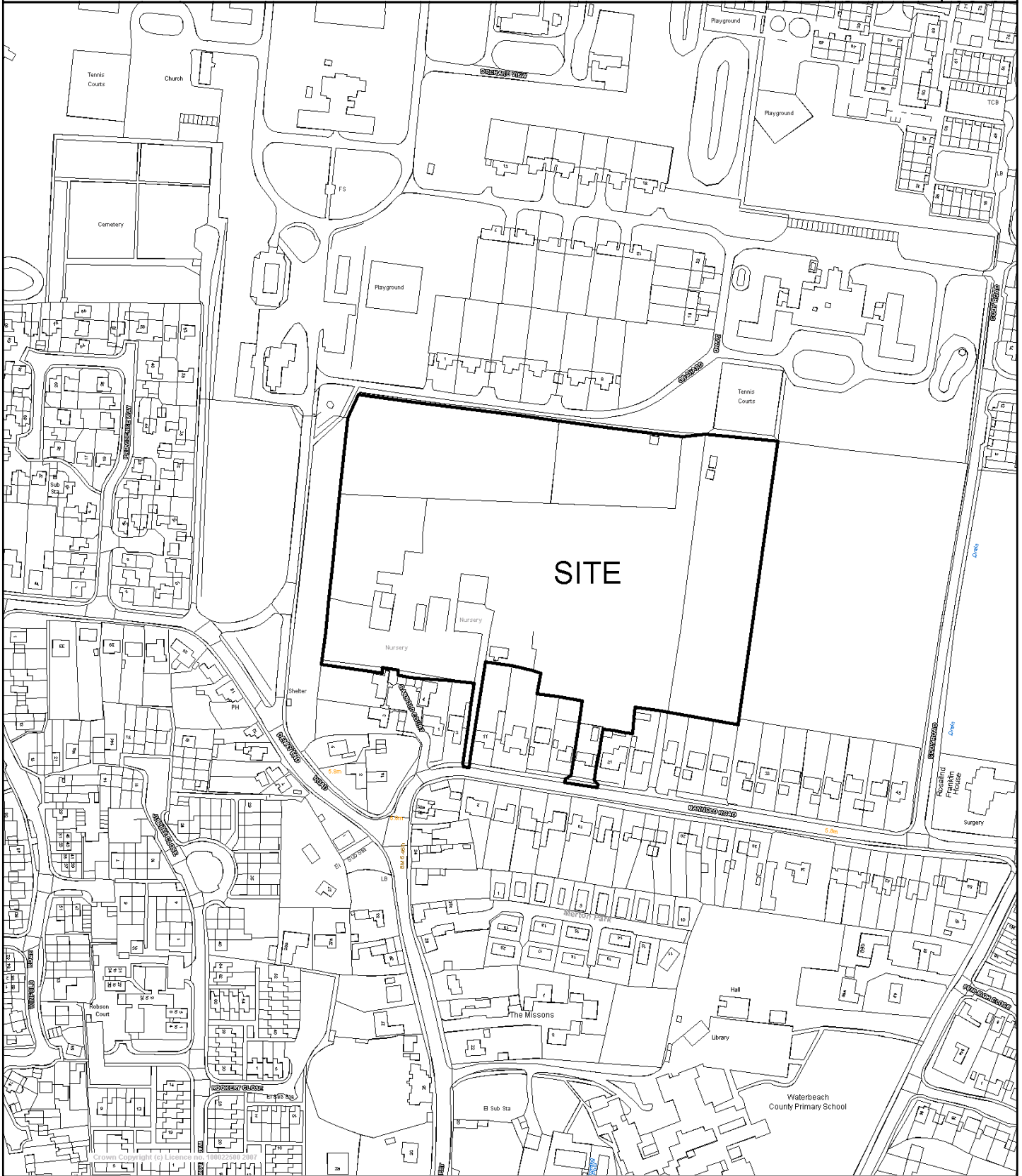
Notes:

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

Site and Proposal

1. This 4.23Ha site is located to the north side of Bannold Road, which separates the village from Waterbeach Barracks to the north. The site is hidden from public view being enclosed by existing residential development and substantial mature hedgerows. The site was previously occupied by Bannold Supplies a building and landscaping materials business. There were a number of buildings on site including greenhouse(s) and temporary office accommodation. Building materials including soil and rubble used to be stored in piles and stacks as well as plant and machinery. This has all been cleared. The remainder of the site is given over to paddock, divided into small fields. The eastern part of the site is an enclosed paddock surrounded by mature hedgerow.
2. The site backs onto the residential properties on the south side which are all bungalows with the exception of the detached houses in Bannold Court, which are side on to the site. The rear garden boundaries are largely fenced or planted. Waterbeach Barracks adjoins the entire north boundary. The barracks is enclosed by a post and wire security fence approximately 3m high with two sets of security lights approximately 1.5m and 6m high set at regular intervals. A service road runs along the boundary with two storey service houses beyond.
3. The western boundary adjoins the vehicle access to the Barracks. The roadway is flanked by lawns and the shared boundary is planted with mature trees. To the east are arable fields and Cody Road beyond which provides access to the service houses. The boundary is planted with mature trees and hedge, which form an effective screen. The topography of the entire site, like the adjoining area is relatively flat.

S/1737/07/RM - Waterbeach



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Scale 1/3160 Date 20/11/2007

Centre = 549620 E 266026 N

December Planning Committee 2007

4. The site currently only has one access for both vehicles and pedestrians located on the south side off Bannold Road between no's 3 and 11. The roadway is single track at 3.5m wide and visibility is severely limited to the east by a high conifer hedge. The view to the south is more open. No 19 Bannold Road a detached house has been demolished to make way for the main vehicular access to the site.
5. The main landscape features are the hedges to the western boundary, internally and to the east. The internal hedge is less significant in landscape terms as it is more gappy. These hedges all run on a north south axis parallel to each other.
6. The reserved matters application was received on 11th September 2007, and amended on 9th November 2007. The reserved matters to be considered are siting of buildings, design and external appearance and landscaping. The access was approved at the outline stage.
7. Accompanying the reserved matters application is a Design and Access Statement, a Biodiversity Strategy, a Tree Assessment Report, a Landscape Assessment, a Landscape Management Plan and Maintenance Programme, an Ecological Appraisal, a Flood Risk and Drainage Statement and a Sustainability Check List.
8. The accommodation, as amended, is to be 70 private market housing with 30 affordable housing. This will consist of the following mix, 2 one bedroomed dwellings, 12 one/two bedroom dwellings, 16 two bedroomed dwellings, 41 three bedroomed dwellings, 28 four bedroomed dwellings and one five bedroomed dwelling. The units will be houses rather than flats or bungalows.
9. The density of the development over the developable area of 2.4ha equates to 41 dwellings per hectare which is in excess of the minimum requirement.
10. The layout has a hierarchical network of routes and spaces which is based on two principal street types, a village street which links to village squares and village lanes which access open spaces. A network of pedestrian and cycle routes is to be provided to link the development to surrounding areas. The developed site will be surrounded by open space which will contain a kick about area and Local Equipped Area of Play (LEAP). There will be two Local Areas for Play (LAPs) within the development area.

Planning History

11. A development brief was approved by the District Council in 2004.
12. **S/1551/04/O** Outline planning permission in May 2007 granted for residential development, ancillary open space and landscaping with all matters reserved except means of access. Conditions are attached which include a limit of the development to 100 units and compliance with the Development Brief. A Section 106 agreement includes affordable housing, public open space provisions and contributions, public art contribution, contribution for off site highway works and an education contribution.

Planning Policy

Cambridgeshire and Peterborough Structure Plan 2003

13. **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.

South Cambridgeshire Core Strategy 2007

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

South Cambridgeshire Development Control Policies 2007

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** requires a mix of units, including one and two bedroom dwellings, in developments of more than 10 dwellings.
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/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.

24. **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.
25. **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 CO₂m³ / year emitted by 10%.
26. **NE/3 Renewable Energy** states all development over 10 dwellings will include technology for renewable energy to provide at least 10% of their predicted energy requirements.
27. **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.
28. **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.

South Cambridgeshire Site Specific Policies Draft Submission 2006

29. **Policy SP/6** Bannold Road allocated for residential development of a minimum 85 units. This takes forward saved policies HG3 and Waterbeach 1 of the 2004 Local Plan.

Consultations

Original Submission dated 11th September 2007

30. **Waterbeach Parish Council** recommends refusal. It comments: "No details of schemes for surface and foul water drainage. Council need to be assured that the future of the balancing pond is guaranteed in perpetuity. Evidence of a comprehensive risk assessment of the balancing pond to mitigate the proposed design and an explanation of why the area is not fenced off.
31. Concerned that there is low level rain water harvesting and request that it is increased in order that surface water run off is reduced and the need for clean water use for outside activities such as gardening is reduced.
32. Council need to know what arrangements for the long term management and maintenance of the private shared driveways will be put in place.
33. The Council consider that the opportunity to reduce the carbon footprint has not been explored to the full potential and are disappointed that there is no evidence of design features such as solar water heating, photovoltaics and insulation above the minimum standards all of which would reduce the ecological impact of the development.

34. The Council request that construction vehicles do not use Bannold Road/Way Lane or Bannold Road /High Street and only access to the site from Denny End Road and that signage directing the vehicles to observe these restrictions are put in place. All construction traffic is limited in times of access.
35. The Council seek assurance that the type and location of the trees adjacent to the village squares are suitable for the locality in respect of the creation of leaves and root growth.
36. The Council need clarification of the maintenance of the landscaping of the area between the leap and the kickabout area.
37. There is inadequate provision of storage for recycling bins and boxes. Evidence is also required of where the recycling bins will be collected from and the hard standing provision for this.
38. Evidence of provision of dog litter bins and litter bins and the arrangements for the emptying them is required.
39. There are a number of inconsistencies in the plans and documents included eg plan 1030/003 is shown on the web site but MOR-WAT/07-01 was submitted to the Council. The Council request that a resubmission is made with a consistent set of documents”.

Local Highway Authority

40. Resin bonded gravel is not accepted by the Highway Authority as a suitable surfacing material for an adoptable road. A speed reducing measure should be incorporated at the entrance to the development within 6 metres of the junction. The LAP may be better located away from the principle access road into the estate rather than on a corner. The roads are not dimensioned but at points seem excessively narrow which coupled with the levels of parking provision proposed may lead to obstruction to the flow of vehicles particularly service vehicles. No visibility splays are shown. 2.4m by 90m splays must be provided in each direction at the main entrance. Internal visibility both at junctions and forward visibility should be in accordance with the criteria set out in the Manual for Streets. No tracking diagram has been submitted. This is required to demonstrate that servicing vehicles would be able to access the site satisfactorily. The applicant should show the proposed visibility splays as indicated above and provide the required tracking diagrams and dimensioned drawings. Please confirm if the balancing pond is intended to take highway drainage. If planning permission is to be granted please add informative regarding works carried out in the public highway.

County Archaeological Unit

41. No further archaeological work necessary as the evaluation done in 2004 did not reveal any evidence to suggest that significant remains survive on this site.

Cambridgeshire Police Architectural Liaison Officer

42. Provision of visitor spaces in rear car parking courts should be resisted. Adjoining parking courts should be avoided. Entrances to dwellings should be open to view and type A and W should be redesigned. The LEAP in northeast corner is poorly overlooked and has a potential as a gathering area for youths. The footpath /cycleway along western boundary could be better overlooked. Path adjacent No 3

and 11 Bannold Road should be designed out. Roads, foot/cycle ways, parking courts and shared driveways should be provided with lighting. Landscaping next to footways should be set back to allow a clear view.

Cambridgeshire Fire and Rescue Service

43. Request that adequate provision is made for fire hydrants through legal agreement or condition. (This is already covered by condition 9 of the outline permission)

Waterbeach Internal Drainage Board

44. The Board requires a scheme of surface water accommodation to be delivered prior to works on site to prevent increased flood risk within the District. A condition was attached to the outline consent regarding a scheme for surface water drainage. The principles of the scheme are acceptable in the form of a balancing pond attenuated to the Boards requirement of 1.11/s/ha, discharging through a new sewer to outfall to the Boards received system. Further details are required, detailed design of the balancing pond and flow control structure, detailed design of the discharge pipework and headwall to the boards watercourse, a consent/agreement is with the Board to create a new discharge to the Board's watercourse, restrict any further connection to proposed pipework on site or in the highway, details of adoption of the balancing facility and discharge pipework. These matters must be resolved prior to the condition 6(b) of outline permission being satisfied.

Council's Ecologist

45. Largely happy with the way the landscaping seeks to intergrate biodiversity issues. However it is not clear who will be funding the work and what mechanism exists to make sure that the plan is properly implemented and continued. Who will maintain the balancing pond? Would wish to see the introduction of flowering species into the retained grassland area to enhance its visual impact as a meadow. Need to know species that are to be used in the balancing pond area. Satisfied that there are no protected species unnecessarily impacted upon. No clarification made as to the provision of nest boxes upon buildings. Clarification required as to the path surface across the grassland area.

Council's Trees and Landscape Officer

46. Path through the improved grassland area should be sinuous curve . Management plan talks of removing grass cutting from the A2 amenity areas but this is not necessary. Hedge H2 is in good condition and well clothed at ground level so consider it premature to lay it at this stage. Prefer to see hedge sided up with a flail on a rotation.

Council's Housing Officer

47. There seems to be a high number of one bedroomed affordable homes which we normally don't support. Require more two bedroomed units.

Council's Environment Operations Manager

48. No comments received

Council's Sustainability Officer

49. No comments received

Representations

50. 4 letters of objection received from Nos. 2 Bannold Court, 1 Bannold Road, 38 High Street and 2 Denny End Road, summarised as follows:
- a) Major traffic increase could lead to increase in accidents.
 - b) Construction work needs to be regulated on site and regulation of work traffic.
 - c) Junction of Bannold Road, Denny End Road and High Street already has traffic problems of congestion. Main roads of Waterbeach were never designed to carry the increased volume of traffic.
 - d) Construction traffic using Denny End Road and Bannold Road junction.
 - e) Noisy work early in morning.
 - f) Design of house type C looks like there is a white box on roof which is an eyesore.
 - g) Request that a close boarded fence is erected on the site side to preserve privacy to No. 2 Bannold Court.
 - h) Suggested use of trees would seriously diminish growth of shrubs and border plants established in garden.

Amended Plans Received 9th November 2007

51. These involve changes to the housing mix and minor changes to house types, layout and detailing in response to points raised by the Consultees. The applicant's letter seeks to clarify some of the matter raised.
52. **Waterbeach Parish Council** - Comments to be reported.
53. **Local Highway Authority** - Comments to be reported verbally.
54. **Representations** - Any comments will be reported verbally.

Planning Comments – Key Issues

Drainage

55. Concerns have been raised regarding the surface water drainage of the site and the proposed balancing pond. Condition 6 b and c of the outline permission will deal with the specific details of the surface and foul water drainage which will need to be submitted before development commences to discharge this condition. The principles of the drainage of the site are acceptable as confirmed by the Waterbeach Internal Drainage Board. Once the layout has been approved detailed designs will be drawn up as any changes to the layout will impact on the amount of impermeable area.

56. The applicant has stated that Anglian Water has agreed that up to 120 dwellings can discharge foul flows into their sewer in Bannold Road.
57. The fencing of the pond is not necessary as in reality it will not be constantly wet. Lesser rainstorm events will be attenuated in the oversized pipework beneath the road.

Highways

58. The concerns regarding the impact of the traffic generated are not a matter for consideration at this stage as this has been fully considered and approved at the outline permission stage.
59. The use of resin bonded gravel on some of the road surfaces of the site is key to achieving the right character. It is noted that the Highways Authority has stated that this will not be adopted. However the County Council has signed up to a draft document Cambridgeshire Design Manual 2007 which agrees to the use of such a material for streets with very low traffic flows and where the number of heavy vehicles likely to use them is insignificant.
60. The plans have been amended to indicate highway surface treatment to be agreed as part of the S.38 Agreement.
61. The applicant has confirmed that access to the site by construction traffic will be from Denny End Road and not through the village.

Layout

62. The comments of the Police Architectural Liaison officer are noted. However the development in layout terms is largely compliant with the development brief. Some of the requests whilst laudable are advisory and in some case would conflict with the aims of the Development Brief. For example the request to remove the footpath between Nos. 3 and 11 Bannold Road would reduce the accessibility and permeability of the site to occupiers and visitors. This footpath is a key requirement.

Landscaping/Ecology

63. The landscaping scheme is acceptable and the type and location of the trees adjacent to the village squares will be suitable for the locality in respect of the creation of leaves and root growth. The maintenance of the landscaping areas is covered by the S.106 Agreement. Essentially no more than 90% of the housing units can be occupied until the open space land has been transferred to the Parish Council.

Affordable Housing

64. The proposed affordable housing mix was agreed at the outline stage and on this basis it is understood that a Housing Corporation Grant was approved on this mix. Whilst it is noted that more two bedroomed units are preferable it is considered that it would be unreasonable to insist on the increase of two bedroomed units. This would alter the overall total mix of the site which is broadly in line with the development brief. The units are distributed within 3 groups within the layout.

Sustainability Issues

65. The comments of the Parish are noted. The Sustainability Checklist states that the development will be built to the latest Building Regulations for 2006 which will make use of condensing boilers, high insulation and double glazing. In addition 25% of the dwellings will have solar water heating systems installed. In addition, the developer has offered house purchasers of the detached houses, water butts. This is a good starting point. It is not possible to assess if this will meet the 10 % of energy consumed from the development. However in pursuance to Condition 21 of the outline permission, which requires a strategy to be submitted in relation to energy and water efficiency, further details can be agreed.

Neighbours

66. Relatively few neighbour objections have been received (4) and those are mainly concerned with the access and traffic impacts which have already been resolved at the outline planning application stage. I am satisfied the impact on neighbouring properties will be acceptable given the separation of the proposed houses from the site's boundaries and their scale. Condition 8 of the outline planning permission requires details of site boundary treatment to be agreed.

Other Issues

67. In relation to litter bins the applicant has confirmed that these will be provided. Condition 6 d of the outline permission requires approval of refuse storage.
68. The inconsistent plans referred to relates to the development plan and landscaping plan. Both plans were sent to the Parish. The landscaping on the development plan is indicative. Any inconsistencies that officers have picked up have been corrected by the applicant. These relate to the house type plans which did have several errors.

Recommendation

69. Subject to the nature of responses from Consultees upon the amended plans of 9 November 2007, Approval of reserved matters for the siting, design and external appearance of 100 dwellings and landscaping of the site at Bannold Road Waterbeach in accordance with the application dated 11 September (as amended by plans and letters received 9 November).
70. All of the conditions contained in the outline planning permission ref S/1551/04/O continue to apply but subject to the additional conditions set out below.

Additional Conditions

1. Prior to the occupation of each dwelling, hereby permitted, the parking and turning spaces required to serve each dwelling as detailed on the approved drawing number 1030/003 Rev C shall be constructed and made available for use and shall be retained at all times.
(Reason – To ensure that turning and parking facilities are available in the interest of highway safety).
2. 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

these affordable dwellings as indicated on the approved plan number 1030/003 Rev C unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf.

i) Part I (Development within the curtilage of a dwelling house), Class A (Reason - To ensure that these dwellings are retained as shown in that this level is to be met in perpetuity.)

3. Notwithstanding the plans submitted prior to any development commencing on site, the following detailed drawings shall be submitted to and approved of in writing by the Local Planning Authority and thereafter the approved details shall be implemented in accordance with these:
 - a) windows, doors, cills, headers, eaves and feature brick detailing
 - b) chimneys
 - c) porches
 - d) lighting of the footways/cycleways/roads/parking courts and open space. (Reason - To ensure appropriate details of the development.)
4. Notwithstanding the materials details, samples of the external roofing and wall materials shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved materials shall be used. (Reason - To ensure that visually the development accords with the surrounding development.)

Informatives

Highways

1. The granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and that a separate permission must be sought from the Highway Authority for such works.
2. The developer should contact the Highway Authority, or it's Agent, to arrange construction of any works within, or disturbance of, or interference with, the Public Highway, and that all costs associated with such works shall be borne by the Developer.
3. The Developer will neither be permitted to drain roof water over the public highway, nor across it in a surface channel, but must make arrangements to install a piped drainage connection.
4. That no window nor door will be allowed to open over a highway, and no foundation nor footing for the structure will be allowed to encroach under the Public Highway.

Materials

The materials as detailed on plan Number 1030/003 Rev C are not approved.

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)** adopted January 2007:
 - **Core Strategy, ST/5 (Minor Rural Centres)**
 - **Development Control Policies**
 - DP/1 (Sustainable Development)
 - DP/2 (Design of New development)
 - DP/3 (Development Criteria)
 - HG/1 (Density)
 - HG/2 (Housing Mix)
 - HG/3 (Affordable Housing)
 - SF10 (Outdoor Play Space)
 - SF/11 (Open Space Standards)
 - **Cambridgeshire and Peterborough Structure Plan 2003: P1/3** (Sustainable design in built development)
2. The development is not considered to be significantly detrimental to the following material planning considerations which have been raised during the consultation exercise:
 - Residential amenity
 - Traffic
 - Drainage /flooding
 - Sustainability
 - Affordable housing
 - Landscaping
 - Layout

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 Core Strategy (adopted January 2007)
- South Cambridgeshire Local Development Framework Development Control Policies (adopted July 2007)
- Site Specific Policies Draft Submission 2006
- Development Brief Approved 2004
- Planning files Ref: S/1551/04/O and S/1737/07/RM

Contact Officer: Frances Fry (Senior Planning Officer)
Telephone: (01954) 713252

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee 5th December 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. It was deferred at November Committee for a site visit (agenda item 9).

Members will visit the site on 5th December 2007.

A copy of the November report is attached for reference.

Update

1. Since the November Committee meeting a further plan has been requested from the agent to clarify the exact location of the trees that are to be lost as a result of the proposed development. This additional plan had not been received at the time of writing this report nor had any further representations been received since the application went before Members at the November Committee.

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S-1807-07-F



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December 2007 Planning Committee

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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

S/1218/07/F - BOURN
Use as Open Market, Car Boot and Farmers Market
at Bourn Airfield for R Taylor and Sons

Recommendation: Approval
Date for Determination: 12th November 2007 (Major Application)

Departure Application**Notes:**

This application has been reported to the Planning Committee for determination because the officer's recommendation conflicts with the recommendation of the Parish Council and the application is a departure from the Development Plan.

Site and Proposal

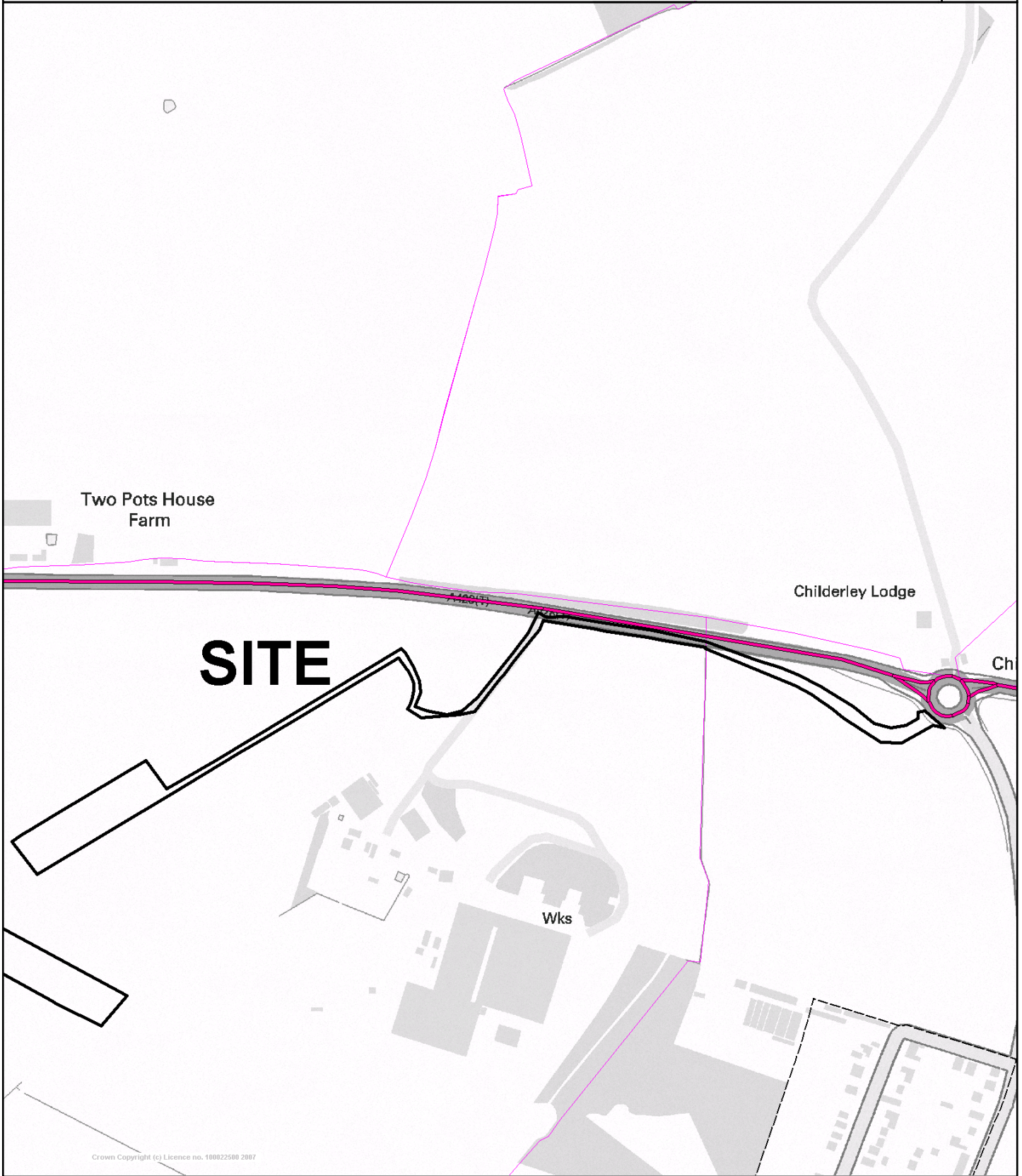
1. The site lies south of the A428 and forms a 0.8ha (170 metre long) part of the NE to SW runway at Bourn Airfield. It is largely open in character and accessed from the roundabout that serves Caldecote from the former A428.
2. The full planning application, received 13th August 2007 proposes the change of use of this land to an open market, car boot and farmers market for 56 days of the year (52 Saturdays and 4 Bank Holidays). The Bank Holiday Market's are already held (as permitted development) and attract 7,000 cars throughout the day. The Saturday markets will attract some 500 cars per day. The site layout will accommodate 420 cars of which 350 will be for shoppers and 70 for stall holders. The site location plan was amended on 7th September to include the full length of the access route.

Relevant Recent History

3. Throughout the 1970's the site was used through a series of temporary consents as an open market and car park. The last consent expired on 30th June 1982. Since that time it is understood that the site has been operating under Part 4 Class B of the General Permitted Development Order which allows markets to be held on 14 days in any calendar year without the need for specific planning permission.
4. In December 1994 planning permission was refused for the use of the airfield for Saturday/Bank Holiday markets (56 days per year). The proposed access was to the south and not from the roundabout to the north east as in this current application (it did not exist at that time). The application was refused for the following reasons:

"The volume of traffic which will be generated by a market held on a regular weekly basis, as well as on bank holidays, and which will use Broadway south of the site and pass through the village of Bourn, will represent a significant increase in the volume of traffic which would otherwise be using this route;

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November 2007 Planning Committee

such an increase would represent an unacceptable intensification of traffic activity through Bourn and on Broadway with consequent harm being caused to the environment of residents and to the character of the Conservation Area, through which the principal southerly approach route passes". (Reference **S/0726/94/F**).

5. Through the late 1980's and early 1990's several applications for a new settlement to replace the airfield were refused.

Planning Policy

6. **Policy P1/3** of the Cambridgeshire and Peterborough Structure Plan 2003 (sustainable design in built development) states (in part):

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

minimises the need to travel and reduces car dependency by providing:

- a) An appropriate mix of land uses and accessible services and facilities
 - b) Direct walking and cycle routes
 - c) Good access by public transport
 - d) Managed access for the private car and other motor vehicles
7. **Policy DP/1** of the South Cambridgeshire Local Development Framework Development Control Policies Development Framework Document July 2007 (LDFDCP) - Sustainable Development states in part:
 1. Development will only be permitted where it is demonstrated that it is consistent with the principles of sustainable development, as appropriate to its location, scale and form. It should:
 - a) Minimise the need to travel and reduce car dependency;
 - b) Make efficient and effective use of land by giving priority to the use of brownfield sites and achieve adaptable, compact forms of development through the use of higher densities;
 - c) Contribute to the creation of mixed and socially inclusive communities and provide for the health, education, recreation, community services and facilities, and social needs of all sections of the community;
 - d) Conserve and wherever possible enhance local landscape character.
 8. **Policy SF/2** of the LDFDCP - Applications for New Retail Development states in part:
 1. Other than retail developments in villages under **Policy SF/4** or in AAPs, planning permission for retail development will not be granted unless the applicant has successfully demonstrated that:
 - a) A sequential approach has been adopted to site selection and the availability of suitable alternative sites;
 - b) It would be conveniently accessible by a wide range of modes of transport other than the car, including good local public transport services from a

wide catchment area, and effective measures would be taken to enhance such accessibility, including that for pedestrians and cyclists.

9. **Policy SF/5** of the LDFDCP Retailing in the Countryside states:

1. Planning permission for the sale of goods in the countryside will not be granted except for:
 - a) Sales from farms and nurseries of produce and / or craft goods, where the majority of goods are produced on the farm or in the locality; or
 - b) Exceptionally, the sale of convenience goods, ancillary to other uses, where proposals, either individually or cumulatively, do not have a significant adverse impact on the viability of surrounding village shops, or the vitality of rural centres or other village centres.
2. Where permission is granted, conditions may be imposed on the types of goods that may be sold.

Para 6.5 Sporadic development for retail uses in the countryside could result in unsustainable patterns of development, and could harm the vitality and viability of village centres.

10. **Policy DP/3** of the LDFDCP - Development Criteria states in part:

1. All development proposals should provide, as appropriate to the nature, scale and economic viability:
 - a) Appropriate access from the highway network that does not compromise safety, enhanced public and community transport and cycling and pedestrian infrastructure;
 - b) Safe and convenient access for all to public buildings and spaces, and to public transport, including those with limited mobility or those with other impairment such as of sight or hearing;
2. Planning permission will not be granted where the proposed development would have an unacceptable adverse impact:
 - a) On residential amenity;
 - b) From traffic generated;
 - c) On village character;
 - d) On the countryside, and landscape character;
 - e) From undue environmental disturbance such as noise, lighting, vibration, odour, noxious emissions or dust.

Consultation

11. **Bourn Parish Council** recommends approval It states:

“Bourn Parish Council has reconsidered its previous comments and will support the application, subject to the following conditions being imposed.

- a) There should be a trial period of 2 years

- b) The area should be limited to that shown on the application and no further area of trading should be allowed at a later date”.

12. **Caldecote Parish Council** recommends refusal. It states:

“The amendment does not change the original response”.

[The original response was ‘no recommendation’ and no comments were made].

13. **Highways Agency** comments are awaited.

14. **Local Highway Authority** states:

“The proposed route of the access road is acceptable to the Highway Authority.

I note that no signing schedule has been submitted; therefore the Highway Authority will assume that no on highway signing to the site is required”.

Representations

15. None

Planning Comments - Key Issues

16. The key issues are:

- a) Highway safety
- b) Location and sustainability
- c) Neighbour amenity
- d) Visual impact

Highway safety

17. I have received no response from the Highways Agency but I am mindful of the comments of the Local Highways Authority.

18. The site is accessed from the roundabout off the ‘old’ A428 that also accesses the village of Caldecote and the commercial development at the east end of the airfield. The use of this roundabout has been significantly reduced since the new road has been opened. The proposal will not therefore compromise highway safety.

Location and sustainability

19. Other than its location close to the major road network, the site does not lie in a sustainable location with particular regard to the availability of modes of transport other than the car. However, the nature of the proposed use as car boot/open market and farmers market is such that users are unlikely to visit the site on foot, bicycle or by public transport. In addition, such uses do not lend themselves to a village or most urban locations. I am also mindful that the proposal amounts to a limited use for 56 days of the year and the site has had a history of such uses for many years.

20. The application is a departure from the development plan as it involves retailing in the countryside that is not supported by Policies SF/2 or SF/5 (see above). However, I consider the limited use for such specific purposes will not significantly impact on sustainable transport objectives. I similarly do not feel that the viability and vitality of

village centres will be harmed due to the types of goods typically sold at such events and the limited use for only 15% of the year.

21. The proposal will not minimise the need to travel but it does utilise a brownfield site and it will benefit the rural economy. Such uses are typical in the countryside and to some extent include elements of recreation and recycling through the buying and selling of used goods.

Neighbour impact

22. Traffic to and from the site will not adversely impact on neighbour amenity as the access will not pass in close proximity to any dwellings. The use itself will be significantly distant from dwellings so as to cause no material harm to amenity.

Visual impact

23. The proposal does not involve the erection of any structures on site and is transitory in nature. For more than 85% of the year the site will remain open. I do not therefore consider it will be visually detrimental to the quality of its surroundings and therefore not necessary to require a landscape scheme.

Departure

24. Although the application is a departure from the Development Plan I consider that due to its transitory nature and the absence of any built form on site that the proposal is sufficiently modest that referral to the Secretary of State will not be necessary.

Previous refusal

25. The earlier application was refused due to its impact on the village of Bourn through traffic flowing through the village. The proposed access will utilise the major road network and I consider it unlikely that any significant traffic movements will be through the village. In this regard this proposal overcomes the earlier reasons for refusal.

Temporary permission

26. I find the proposal to be acceptable having regard to the material planning considerations. I do not therefore consider it would be justified to impose a 2 year temporary restriction as Bourn Parish Council has requested.

Recommendation

27. Approval as amended subject to conditions to ensure that the use operates for no more than 56 days in any one year, access is from the former A428 and Caldecote roundabout only and no lighting without prior consent.

Background Papers:

- Planning Applications File Ref S/1218/07/F and S/0726/94/F
- Cambridgeshire and Peterborough Structure Plan 2003
- South Cambridgeshire Local Development Framework Development Control Policies Development Plan Document 2007

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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

S/1639/07/F – COTTENHAM
Erection of Dwelling, Conversion and Alteration of Outbuilding to Provide Second Dwelling
78 High Street for Blues Property

Recommendation: Approval
Date for determination: 17th October 2007

Notes:

This Application has been reported to the Planning Committee for determination because the proposal is a departure to the newly adopted plans which require affordable housing and public open space.

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

1. Site is part of the garden to No 78 High Street this being on the western side of the High Street at the northern end of the village. The existing dwelling is to the north eastern corner and is a traditional Cottenham Villa which has been extended piecemeal over the years. The dwelling is on the back edge of the pavement. To the south are various outbuildings the front ones being brick built with clay tiles and to the rear of these a range of timber buildings which used to be in commercial use but are now in domestic use.
2. To the south of the site is No 82 a listed thatched roof cottage. This is close to the boundary with the adjacent outbuildings.
3. The rest of the site is laid to lawn with hedging to the rear boundary.

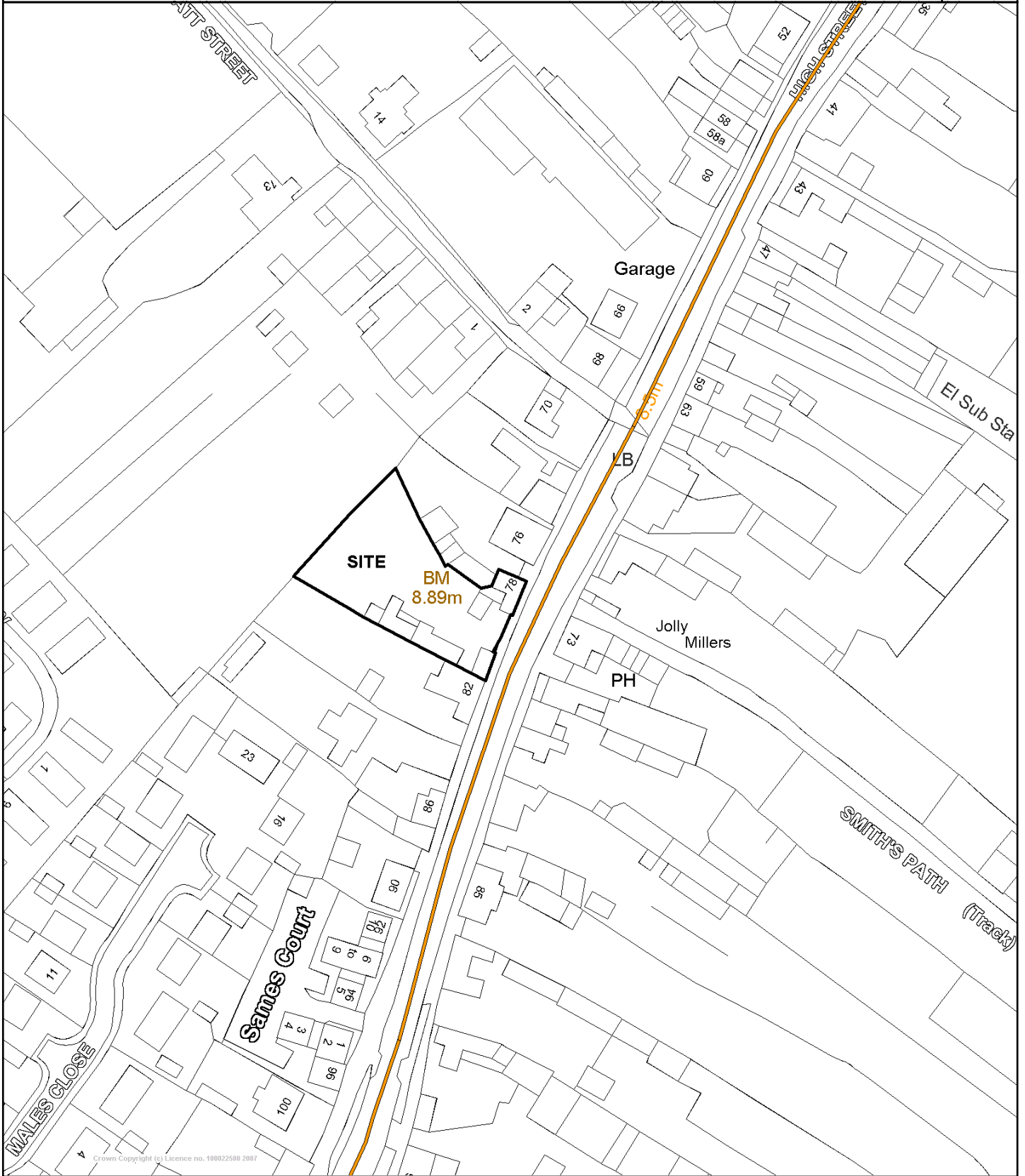
Planning History

4. Applications **S/0870/07/CAC** and **S/0879/07/F** withdrawn in June 2007 for a similar proposal.

Planning Policy***Cambridgeshire and Peterborough Structure Plan 2003***

5. **Policy P1/3** relates to sustainable design in built development and requires a high standard of design for all new development which responds to the local character of the built environment.

S/1639/07/F - Cottenham



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Scale 1/1250 Date 20/11/2007

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December Planning Committee 2007

Local Development Framework 2007

Core Strategy:

ST/3 Previously Developed Land for Housing
ST/4 Rural Centres

Development Control Policies:

DP/1 Sustainable Development
DP/2 Design of New development
DP/3 Development Criteria
DP/7 Development Frameworks
HG/1 Density
HG/2 Housing Mix
HG/3 Affordable Housing
CH/4 Development within Setting of Listed Building
CH/5 Development within Conservation Areas
SF/10 Outdoor Playspace and New Developments
NE/8 Groundwater
NE/9 Water and Drainage Infrastructure
NE/11 Flood Risk
TR/2 Car and Cycle Parking Standards

Consultations

6. **Cottenham Parish Council** – Approve.
7. **Local Highway Authority** - Vehicle to Vehicle visibility remains substandard and is unimproved by the proposed layout. New building line to the south further reduces the available visibility to the detriment of highway safety. However if minded to approve, recommend conditions covering visibility splays, manoeuvring area to remain free of obstruction.
8. **Conservation Manager** – No objections subject to materials to be agreed, agreement of bond pattern and coping details to garden walls, rooflights detail to conservation type to be agreed, all windows and doors to be timber.
9. **Environment Agency** - In view of previous site usage a scheme requiring investigation and recording of contamination may be required.

Representations

10. Two letters of objection received from the occupiers of Nos. 82 and 72 High Street, summarised as follows:
 - a) Backland development not in keeping with heritage of village.
 - b) Cars parked on both sides of road in relation to public house opposite lead to increase highway dangers exiting site.
 - c) Flooding occurs on site in prolonged rain spells.
 - d) Loss of view.
 - e) Request 2m high brick wall to north east boundary.

- f) Planning permission refused in 1972.
- g) Character of village would be affected by intensive building at this point.
- h) Precedent could be set.
- i) Detracts from the open nature of the Conservation Area.
- j) Proposal will dominate the listed building, weatherboarding is reflected on listed building and loss of this on adjacent barns would significantly affect setting.
- k) Loss of amenity, overbearing and overlooking, view from bedroom window is private but would be lost, loss of light to landing.

11. **Cottenham Village Design Group** – Revised application is a substantial improvement on the previous application. The important outbuildings to the front of the site are retained and successfully incorporated into the new scheme. The setting of the adjacent listed building is protected and the impact on the character of the Conservation Area and street scene is minimised. Support application.

AMENDED PLANS

12. **Cottenham Parish Council** - No comments received.
13. **Conservation Manager** – Changes to design do not harm overall concept behind this application. Conditions as before.

Representations

14. 1 letter received from occupiers of No. 82 High Street stating mismatch in plans in relation to the car port: increased height of building will reduce vista and light leading to significant effect on amenity of No 82 High Street. Also compromise the nature of the Conservation Area and the amenity and setting of the listed building. Window to bedroom three of the barn conversion directly overlooks the garden area of No. 82 High Street.

Planning Comments – Key Issues

15. The site is within the village framework of Cottenham which is designated a rural centre where residential development is permitted of unlimited numbers subject to site constraints. The site is within the Conservation Area and adjacent a Grade II listed dwelling. The proposed new dwelling is sited to reflect the linear layout of development in the High Street area. The pattern of development is not unusual in this area. The principle of development is therefore acceptable.
16. The proposal seeks to retain the outbuildings by converting and extending to form a separate dwelling. The concerns of the occupiers are noted in relation to the setting of the listed dwelling and conservation area however the Conservation Manager has not raised any objections to the proposal. The loss of weatherboarding is regrettable but in this case its replacement in brick would not look out of place and is often seen in outbuildings in Cottenham.
17. The highway concerns are noted. However it is considered that the altered access with a wider drive of 5 metres to allow two way traffic and improved pedestrian visibility splays of 2 metres x 2 metres would not result in adverse highway safety concerns. There is sufficient off street parking for all three dwellings. The additional traffic generated by the development would not adversely impact on the current traffic conditions.

18. The concerns of loss of privacy are also noted but it is considered that given the design of the conversion and new dwelling loss of privacy has been kept to a minimum. The new dwelling faces at right angles so that it overlooks its own garden at a minimum distance of 15 metres from the south west boundary adjacent to the garden of No. 82 High Street. The converted barns do not have many windows to the side elevations, and therefore will not result in a loss of privacy. The window to Bedroom 3 in the Barn Conversion will overlook the garden of No. 82 High Street but not so that it would be adversely detrimental to the amenities of the occupiers.
19. It is considered that the proposal as amended would not significantly affect the amenities of the adjacent neighbours.
20. The mismatch in plans is noted however the plans state that the garage/car port is handed see plan No 5B. This practice is not unusual.
21. This application fails to provide provision for affordable housing or public open space, however the application followed pre-application advice from Officers from 2005 before the adopted policies carried any weight. It would be unreasonable to now require such contributions. The application is not of a sufficient scale or nature to significantly prejudice the implementation of the Development Plan. As such it is not required to be referred to the Secretary of State for determination.

Recommendation

22. Approve as amended by plans no. 1B, 12B, 5B and 8B received on 27th September 2007.

Conditions

1. SCA – RCA.
2. SC5a, f, bond pattern and coping of new walls -RC5ai &f.
3. Prior to the occupation of the dwellings hereby permitted the parking and turning spaces as detailed on the approved drawing number 1B shall be constructed and made available for use and shall be retained at all times. (Reason – To ensure that turning and parking facilities are available in the interest of highway safety).
4. The garages of the dwellings hereby permitted shall remain available at all times for the parking of vehicles. (Reason - To ensure parking of vehicles is retained at all times in the interest of highway safety).
5. No further windows or openings shall be formed in the elevations of the dwellings hereby permitted without the express written consent of the Local Planning Authority. (Reason – In the interest of residential amenity).
6. No development shall commence until details of the rooflights to both dwellings shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved rooflights shall be installed. (Reason – To ensure appropriate detailing in the Conservation Area).
7. Notwithstanding the provisions of Regulations 3 and Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order), the following classes of development

more particularly described in the Order are expressly prohibited in respect of the property and each unit thereon unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf:-
PART 1, (Development within the curtilage of a dwellinghouse, Classes A, B, C, D, E and H). (Reason - To safeguard the character of the Conservation Area and protect the privacy of adjacent residents).

8. All windows and doors within the development hereby approved shall be constructed of timber. (Reason – Traditional materials are required within Conservation Areas).
9. Contamination investigation and remediation works.

Informatives

1. The granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and that a separate permission must be sought from the Highway Authority for such works.
2. The developer should contact the Highway Authority, or its Agent, to arrange construction of any works within, or disturbance of, or interference with, the Public Highway, and that all costs associated with such works shall be borne by the Developer.
3. The Developer will neither be permitted to drain roof water over the public highway, nor across it in a surface channel, but must make arrangements to install a piped drainage connection.
4. That no window nor door will be allowed to open over a highway, and no foundation nor footing for the structure will be allowed to encroach under the Public Highway.
5. See attached Environment Agency Advice.

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) adopted January 2007**
 - **Core Strategy**
 - ST/3 (Previously Developed Land for Housing)
 - ST/4 (Rural Centres)
 - **Development Control Policies**
 - DP/1 (Sustainable Development)
 - DP/2 (Design of New development)
 - DP/3 (Development Criteria)
 - HG/1 (Density)
 - CH/4 (Development within Setting of Listed Building)
 - CH/5 (Development within Conservation Areas)

- **Cambridgeshire and Peterborough Structure Plan 2003: P1/3** (Sustainable Design in the Built Environment)

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
- Traffic
- Drainage/flooding
- Impact on Conservation Area and 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)
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning files Ref: S/0879/07/F, S/0870/07/CAC and S/1639/07/F

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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

S/0945/07/F - RAMPTON
Dwelling on Land Adjacent to the Black Horse Public House, High Street

Recommendation: Approval

Date for Determination: 10th July 2007

Notes:

This application has been reported to the Planning Committee for determination because the Parish Council recommendation of refusal conflicts with that of the Officer's recommendation for approval.

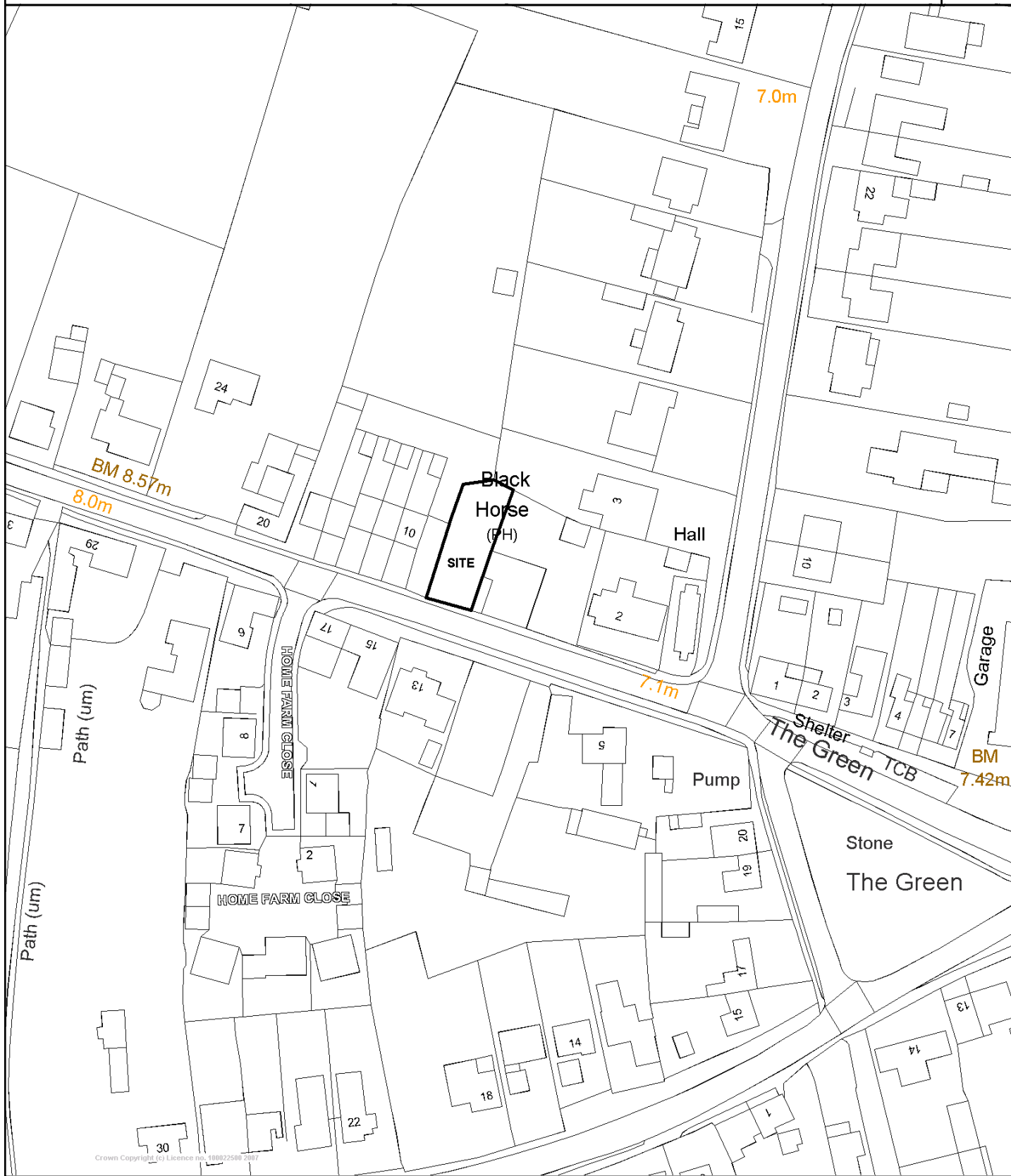
Members will visit the site on 5th December 2007.

Conservation Area

Site and Proposal

1. The application site is within the Rampton Conservation Area and sits to the west of the Black Horse Public House, currently forming part of the curtilage of the pub. It covers an area of approximately 0.025 hectares (ha). The frontage of the site is laid to gravel with a dropped kerb to the street and is used as an overflow car parking area. The rear of the site extends into the pub garden and is laid out with children's play equipment and outdoor seating.
2. The Black Horse Public House is a two storey detached building that has previously been extended at single storey level to create two additional projections to the western side. There are a couple of windows in the western elevation that face onto the application site. The building is set forward from the surrounding houses and has a small picket fence to its front boundary. There is a car parking area to the eastern side and a rear garden that covers the entire width of the existing curtilage. A run down store / outbuilding sits to the north eastern corner of the garden and a petanque games area is laid out to the south.
3. A thick hedge marks the western boundary of the site, beyond which is a driveway serving the immediate neighbouring terrace (nos. 10-18 High Street). The terrace is set back from the public house and is lower in height. Some of the frontages have been laid out for car parking.
4. There is a general mix of properties making up the character of the High Street.
5. This application proposes the subdivision of the curtilage of the Black Horse Public House to allow for the development of one 3-bedroom detached dwelling on land to the western side of the pub. The density equates to 40 dph.

S/0945/07/F - Rampton



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December Planning Committee 2007

6. The applicant has submitted a Viability Test, following an objection from CAMRA (see paragraph 26 below). It emphasises that the pub is not proposed to be closed or converted as a result of the application. Nor is it for sale. It concludes that, whereas extending the pub on this parcel of land would be a high-risk strategy, as it very doubtful that there is sufficient demand, or indeed catchment, to justify this, the development of the site would generate capital that could then be utilised by the pub.

Planning History

7. **S/0213/07/F** – Dwelling on land adjacent to the Black Horse Public House, Rampton. This application was withdrawn in order to revise the design of the proposed dwelling.
8. **S/0863/89/F** – Alterations and extensions to the Black Horse Public House, Rampton (Approved).

Planning Policy

South Cambridgeshire Local Development Framework (LDF) Core Strategy, adopted January 2007

9. **Policy ST/7 Infill Villages** – Restricts new development to not more than two dwellings comprising a gap in an otherwise built up frontage; the redevelopment or subdivision of an existing residential curtilage; the subdivision of an existing dwelling; or the conversion or redevelopment of a non-residential building where this would not result in the loss of local employment.

South Cambridgeshire Local Development Framework (LDF) Development Control Policies, adopted July 2007

10. **Policy DP/1 Sustainable Development** – Development will only be permitted where it is demonstrated that it is consistent with the principles of sustainable development, as appropriate to its location, scale and form.
11. **Policy DP/2 Design of New Development** – All new development must be of a high quality design and should, amongst other things, preserve or enhance the character of the local area.
12. **Policy DP/3 Development Criteria** – Lists the requisites of new development to be provided as appropriate to the nature, scale and economic viability of the development e.g. car parking, affordable housing, refuse storage etc.
13. **Policy HG/1 Housing Density** – Seeks an average net density of 30 dwellings per hectare unless exceptional local circumstances require otherwise.
14. **Policy CH/5 Conservation Areas** – Looks to development to provide a level of visual interest similar to that of existing buildings, with a key focus on design details and use of materials.
15. **Policy SF/1 Protection of Village Services & Facilities** – Supports the retention of village services and facilities and seeks to refuse planning permission for proposals, which would result in an unacceptable loss of a village service e.g. a public house.

Consultation

16. **Rampton Parish Council** recommends refusal of the planning application. The Council challenges the accuracy of the car park audit carried out and advises that both car parks are used, especially during functions, even though the design statement says otherwise. Is concerned that the viability of the pub would be impacted as a result of the development, the pub is dependant upon villagers and those outside of the village and the development would result in cars being forced to park on the highway. The loss of car parking and garden space will impact upon the pub and limit the scope and size of functions held in the future. If the development went ahead the pub would not be able to expand in the future.

A further letter received from **Rampton Parish Council** comments:

- a) Great deal of concern expressed by villagers about the application with the general feeling that the development could prove to be detrimental to the long term future of the pub. The viability of the pub would be reduced by loss of parking and garden. The loss of space would make it difficult to carry out future expansion of the pub.
- b) Pub, which is one of only two commercial amenities in the village, is considered to be an important meeting place for a number of groups and any loss of parking and garden space would be detrimental to these activities. As a small village the loss of either of the commercial amenities would be greatly felt in the village.
- c) The land is not vacant as described in the application, it is a used car park.
- d) Consultation with the village would have been appropriate as the application affects a village amenity.
- e) Details on existing and proposed parking are incorrect within the application form. There would be a loss of at least 6 parking spaces and not a gain of 1-2 spaces as suggested.
- f) Disagrees with the design and access statement in that the application is contrary to policy on sustainable communities as it could possibly affect the long term viability of the pub; the reduction in parking and garden space is not a positive contribution to the locality it is detrimental; is not supporting existing services
- g) Strongly opposes the application, as do many of the villagers of Rampton.

A further letter from the Parish Council in response to the applicant's Public House Viability Test raises various comments with regard to the details of the Test, as follows: This letter dated 23rd July 2007, is attached as an appendix.

17. The **Conservation Officer** has no objection to the proposal and advises that the revised design is a significant improvement on the previous proposal for this site, addressing earlier concerns. He would wish to see conditions requiring approval of materials and the use of painted timber windows and doors.
18. The **Corporate Manager (Health and Environmental Services)** raises concerns with regards to problems of noise during the construction period and recommends a condition to restrict the use of power operated machinery.

19. The **Local Highways Authority** advises that the proposal would have no significant impact upon the public highway provided 2m x 2m pedestrian visibility splays are achievable to the driveway and kept clear of any obstruction over 600mm in height.
20. The **Trees and Landscape Officer** has no objection to the proposal and considers the issues to be more relevant to landscaping.
21. The **Landscape Design Officer** - comments to be reported verbally.
22. **Fleurets (Chartered Surveyors)** have undertaken a viability study of the Black Horse Public House on the instruction of the Council. The Study was undertaken by a Professional Associate of the Company, which deals wholly and exclusively with the sale and valuation of hotels, restaurants, pubs and other leisure properties. The report concludes that the Black Horse should represent a viable trading entity following the loss of the site identified as the subject of the planning application. In particular:
 - a) By rearranging the retained site the loss of the part of the garden can be overcome without significant impact to amenity.
 - b) The loss of the car parking can be expected to impact upon trading potential but not to such an extent as to render the business unviable.
 - c) Under stable ownership, turnover can be expected to be restored to a modest level capable of providing the owner with an acceptable standard of living.
 - d) Whilst the trading and profitability of the pub will be diminished it will be to a level at which there should still be a ready market.

Representations

23. An email was received from Cllr Bolitho concerned with the future viability of the pub particularly as a result of a loss of garden space and parking.
24. A petition of 87 signatures objecting to the application, including a villager led survey as to the support for the pub, has been received.
25. 16 letters of objection received from local residents of Rampton and neighbouring villages objecting to the application. Objections include:
 - a) The pub is the one remaining community facility within the village; the proposed development would be to the detriment of its future.
 - b) The loss of car parking and garden space will impact the pub's viability and ultimately lead to its closure.
 - c) Development on this site would limit any future growth/expansion of the pub.
 - d) Reduction in car parking will lead to on street parking which is hazardous on the main route through the village.
 - e) The reduction in car parking and garden space will make the pub less attractive to visitors from outside the village.

- f) Statements within the planning application are inaccurate: the land is not vacant, but car parking and garden space. The car park is extensively used, particularly due to the large number of team events played at the pub.
 - g) The pub is poorly run but would do better under the right management.
 - h) The character of the village needs to be preserved.
 - i) A dwelling of the size proposed would detract from the individuality of the pub.
 - j) New residents of the proposed dwelling would be disturbed by noise from the pub.
26. An email was received from CAMRA (Campaign for Real Ale) objecting to the development:
- a) It would result in loss of significant proportion of pub's garden, having a detrimental effect on the pubs viability, as it would be less attractive to customers.
 - b) Reduction in car parking.
 - c) It is quite a small pub and the development would severely reduce the scope for future development therefore impacting viability.
 - d) The pub is the only one in the village and is therefore a vital community facility. The development would have a damaging effect on the pub's trade and might well push it into non-profitability - and hence oblivion.

Planning Comments – Key Issues

27. The application proposes the subdivision of the curtilage of the Black Horse Public House in order to erect a new dwelling. The key issues in respect of this application centre primarily upon whether such development would impact upon the viability of the pub and result in the loss of the only such premises in the village.
28. An independent assessment commissioned by the Council and carried out by Fleurets as to the viability of the public house following the subdivision of its curtilage has concluded that while there may be a slight knock on effect as a result of the proposal, the pub has the capability to remain a viable enterprise. Issues of management, refurbishment, layout etc. have been raised within the report as being essential to the prosperity of the pub and it is therefore concluded that there remains potential for this business.
29. **Loss of car parking** has been raised as a significant issue by local residents both in terms of the knock on impact to road safety resulting from on street car parking and the potential impact to the viability of the pub. The Local Highways Authority has not however, made any comment with regards to highway safety as a result of the loss of car parking. Whilst it is recognised that the area is used on occasions for car parking, the Black Horse is predominantly a village pub and as Rampton is a relatively small village the pub is within walking distance for many local customers and as such it could be argued that the premises will remain more than accessible to most local residents. A small element of car parking remains to the east to the pub for those who are more dependant upon the car. In theory this could accommodate 5 or 6 cars. In terms of the loss of car parking impacting upon team events, this can be easily overcome with the arrangement of car sharing, which again supports the Council's

policies on sustainable travel. The loss of an element of car parking is therefore not considered to be significant enough to warrant refusal of the application.

30. **Loss of Garden Space** has been raised as being a likely instigator in the closure of the pub. While the application site will encroach upon an element of the garden space currently home to children's play furniture and some outdoor seating, the pub will retain an adequate garden space. With proper consideration for layout this could remain a pleasant and viable outdoor amenity.
31. **The Conservation Area** for Rampton incorporates the proposal site and as such the dwelling has been designed in order to reflect the traditional built form. The proposed design has been negotiated following discussions with the Conservation Team and is considered to preserve and enhance the character and appearance of the Conservation Area. It would be a narrow span building, gable to the road but set slightly back from the front building line of the public house. A single garage with bedroom over would project towards the pub. The proposed dwelling does not detract from the individuality of the pub and retains the position of the pub as the dominant structure within this site.

Recommendation

32. Approval with conditions

Conditions

1. SCA – RCA.
2. SC5a & f – RC5ai & f - details of external materials and materials for hard surface areas.
3. SC44 – RC44 - retention of garage.
4. SC26 – RC26 - restriction of power operated machinery during the period of construction (weekdays prior to 08.00hrs and after 18.00hrs, Saturdays prior to 08.00hrs and after 13.00hrs).
5. The windows and doors hereby permitted shall be of timber construction. (Reason: to preserve and enhance the Conservation Area).

Informatives

Should pile foundations be proposed then before works commence a statement of the method for construction of these foundations shall be submitted to and agreed by the Corporate Manager (Health and Environmental Services) so that noise and vibration can be controlled.

Reasons for Approval

1. The development is considered generally to accord with the Development Plan and particularly the following policies:
 - **South Cambridgeshire Local Development Framework (LDF) Core Strategy**, adopted January 2007
ST/7 (Infill Villages)

- **South Cambridgeshire Local Development Framework Development Control Policies:**
 - DP/1** (Sustainable Development)
 - DP/2** (Design of New Development)
 - DP/3** (Development Criteria)
 - HG/1** (Housing Density)
 - CH/5** (Conservation Area)
 - SF/1** (Protection of Village Services)

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

- Local Development Framework Core Strategy 2007.
- Local Development Framework Development Control Policies 2007.
- Cambridgeshire and Peterborough Structure Plan 2003.
- Planning files Ref: S/0945/07F, S/0213/07/F and S/0863/89/F

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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

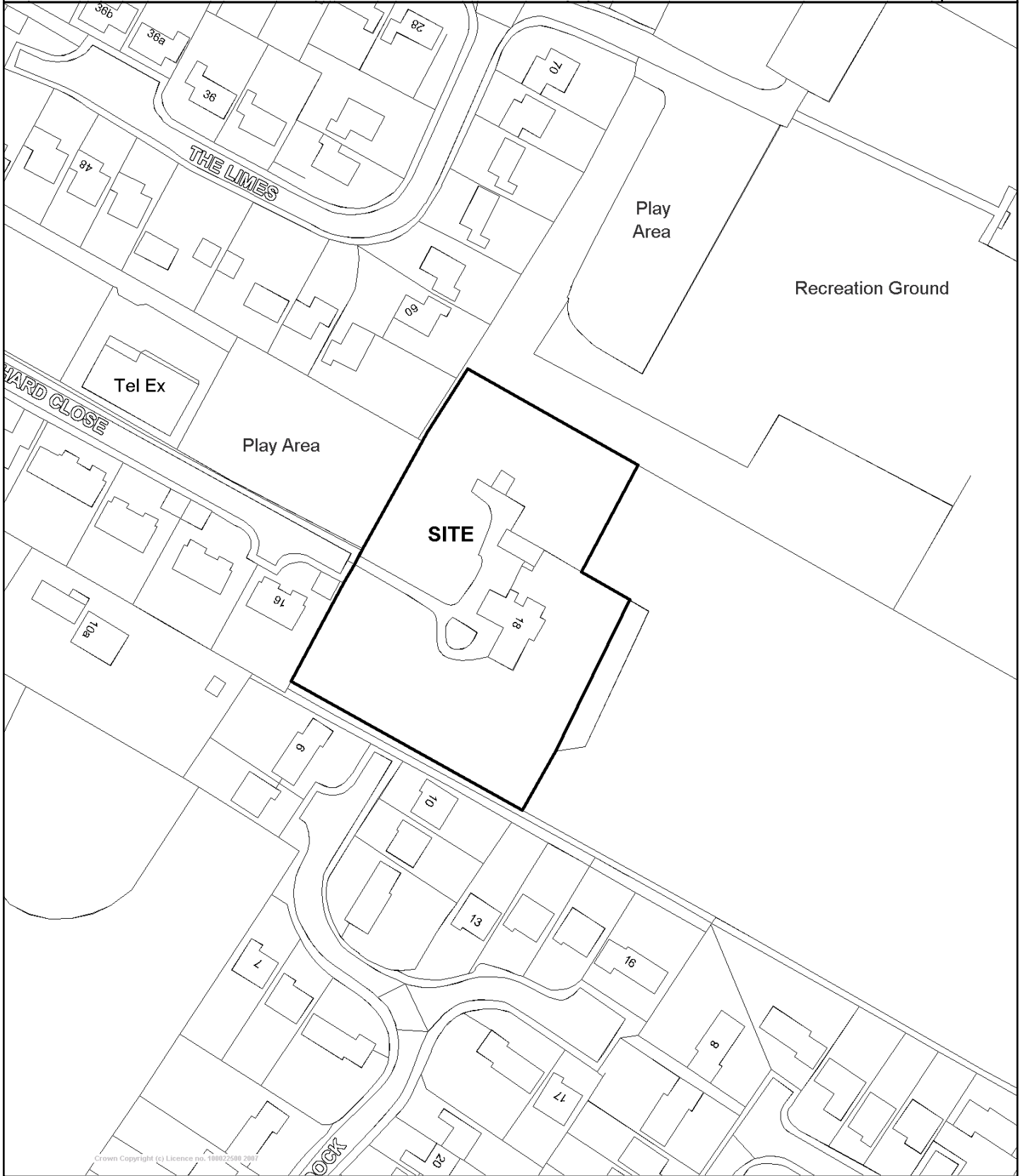
S/1903/07/RM - HARSTON**Approval of Layout, Scale, Appearance, Access and Landscaping for 14 Dwellings and Garages – Land at 18 High Street (Accessed from Orchard Close) for Ashwell Homes****Recommendation: Delegated Approval****Date for Determination: 3rd January 2008 (Major Application)****Notes:**

This Application has been reported to the Planning Committee for determination because the Officer recommendation does not accord with all the recommendations set out in the Parish Council's response.

Site and Proposal

1. The application site is a 0.46 hectare plot of land occupied by a detached dwelling and a range of outbuildings. The site is located at the eastern end of Orchard Close, a residential cul-de-sac that currently serves 8 dwellings. To the north-east of the site, beyond a belt of mature trees, is the village recreation ground, whilst to the west are two storey detached dwellings situated within Orchard Close. There are also two storey properties beyond the site to the south-west (The Paddock) and north-west (The Limes). A hedge forms the south-eastern boundary of the site, beyond which is open countryside and then Green Belt land. Access to the site is via Orchard Close.
2. The reserved matters application, submitted on 4th October 2007, seeks consent for the erection of 14 dwellings on the site (layout, scale, appearance, access and landscaping) following the demolition of the existing property. The density of the development equates to 30 dwellings per hectare. 7 of the proposed dwellings are affordable properties, comprising the following mix: 2 x two-bed apartments, 1 x one-bed apartment, 2 x two-bed semi-detached houses and 2 x three-bed semi-detached houses (plots 5, 6, 10, 11 and 12-14). The market element also amounts to 7 houses and comprises a mix of 2 x three-bed link detached houses and 5 x four-bed detached houses (plots 1, 2, 3, 4, 7, 8 and 9).
3. The proposed dwellings are a mix of 2 and 2¹/₂ storey properties, ranging in height from 9.7 metres to 8 metres, with the higher dwellings sited towards the Orchard Close/western end of the site and the lowest properties positioned adjacent to the countryside/eastern boundary. The materials proposed for the properties are buff bricks for the walls and a mixture of red pan/plain tile and slate for the roofs.
4. The application has been accompanied by the following documents:
 - a) Sustainability, planning and design statements;
 - b) Statement of community engagement;
 - c) Landscaping and biodiversity statement;

S/1903/07/RM



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December Planning Committee 2007

- d) Tree survey and arboricultural implications assessment;
- e) Transport/highway feasibility statement;
- f) Flood risk assessment.

Planning History

- 5. **S/1740/04/O** – Outline planning permission was granted for residential development on the site at the Planning Committee meeting held in November 2004. All matters were reserved for further consideration. The approval was subject to a Section 106 Agreement requiring up to 50 % of development to be affordable housing and, in part, to a condition requiring a feasibility study to be undertaken to explore the possibility of implementing a traffic calming scheme within Orchard Close.

Planning Policy

- 6. **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.
- 7. Harston is identified within **Policy ST/6** of the South Cambridgeshire Local Development Framework Core Strategy 2007 as a Group Village. This policy states that residential development and redevelopment up to an indicative maximum size of 8 dwellings will be permitted within the village frameworks of Group Villages. Development may exceptionally consist of up to 15 dwellings where this would make the best use of a single brownfield site.
- 8. **Policy DP/2** of the Local Development Framework Development Control Policies 2007 requires all new development to be of high quality design and to provide higher residential densities and a mix of housing types.
- 9. **Policy DP/3** states that permission will not be granted for proposals that would have an unacceptable adverse impact on (amongst other issues): residential amenity; from traffic generated; on village character; on the countryside and landscape character; from undue environmental disturbance; on ecological, wildlife and archaeological interests; and on flooding and flood risk.
- 10. **Policy GB/3** requires development on the edges of settlements which are surrounded by Green Belt to include careful landscaping and design measures to protect the purposes of the Green Belt.
- 11. **Policy HG/1** requires residential developments to make best use of sites by achieving average net densities of at least 30 dwellings per hectare unless there are exceptional local circumstances that require a different treatment.
- 12. **Policy HG/2** requires residential developments to contain a mix of units, providing accommodation in a range of types, sizes and affordability, to meet local needs.
- 13. Within **Policy HG/3**, a minimum of 40% affordable housing is required in all new developments.

Consultations

14. **Harston Parish Council** recommends approval subject to the following conditions:

"Landscaping Condition

To landscape the north/east boundaries adjoining the recreation ground with evergreen species, or an evergreen hedge, of at least 6ft height at time of planting. The species could be *Thuya plicata atrovirens*, or *Cupressus Leylandii* 'Olives Green', or *Prunus laurocerasus* (common laurel). Note: The trees illustrated by Ashwells (the applicant) are in fact deciduous trees belonging to the recreation ground. When the leaves are down, the proposed development will be fully visible for at least 6 months a year, unlike the illustration.

Storage Condition

All of the dwellings should have garages, or at least well designed and secure storage accommodation adjacent to the houses, sufficient in size and design to obscure and store dustbins, bicycles, garden maintenance equipment, etc. If secure storage enclosures are not provided, these items will necessarily be kept out in the open, will be visible from the road, will be unsightly, and will be vulnerable to theft. Ideally the storage should be garages so that cars also may be stored safely.

Contractors, Sub-contractors, Suppliers condition

- 1 Hours of work, including delivery of materials: 8am-6pm Mon-Fri; 8am-12noon Sat; No work or deliveries on Sundays or Bank Holidays.
- 2 No access for articulated lorries into Orchard Close. This is an important point that must be observed. If it is not observed, any arriving articulated lorries will block the A10, which will cause chaos and congestion on a major road. Subcontractors and suppliers must be informed in advance by developer of this requirement.
- 3 All construction and other materials to be stored securely on the site, away from the existing properties, and out of site.
- 4 Mud to be cleansed from vehicle tyres before leaving development site; any residual mud on Orchard Close road to be cleansed daily.
- 5 The site is not to be used by workers for overnight accommodation.

Change of address name

'18 High Street' is now redundant and misleading as an address for the above site. It will certainly mislead contractors, sub-contractors and deliveries. '18 High Street' refers to a former single dwelling house, whose land bordered on the High Street, hence '18 High Street'. However, in 1973, the land between the house and the A10 was sold for development of an estate of houses. The driveway was upgraded to a (dead-end) road, named 'Orchard Close', by which it has been known for nearly 35 years! The name of the access to the site should certainly be 'Orchard Close' for practical reasons, and the name of the site certainly should no longer be called '18 High Street'."

15. **The Local Highways Authority** objects to the application as it stands on the basis that the proposed isolated speed hump is inappropriate and dangerous, as there is no speed reducing feature to prevent vehicles encountering the hump at an unsafe speed. A speed-reducing feature would need to be positioned within ten metres of the junction with High Street, with appropriate signage. A further hump should be placed

approximately 60 to 70 metres beyond, with the final hump as shown. An Order would need to be advertised and endorsed prior to implementation of any traffic calming scheme.

16. **The Trees and Landscape Officer** advises that the plan of the root protection area and no dig areas is adequate. No objections are raised to the removal of the horse chestnut. This will be replaced with a significant specimen tree – details of species and stock size need to be submitted. The recommendations for tree works are poor in definition and any works to be carried out on site will require a full work specification. The tree and landscaping proposals are disappointing. A site meeting was held before the submission of the application at which improvement of the existing tree stock was discussed. There is a prominent but poor quality belt of poplar trees on the south western boundary. These should be replaced with specimen trees, with a view to serving a TPO on them for longevity.
17. **The Landscape Design Officer** states that the pollarded poplars on the south west side will never make satisfactory trees having been pollarded at such an advanced age. They need to be removed before the houses are built and the boundary replanted with suitable long term trees. The trees on the north-east boundary will drop debris on the adjacent parked cars and it would therefore be prudent to include a simple roofed structure to shelter them. There is little opportunity for planting within the front gardens of the development. The brick wall along part of Plot 8's side boundary should be extended to the corner and preferably set back 1 metre from the kerb so that some planting can be incorporated. Details of materials for the large circulation space near to the north-eastern boundary should be submitted. This area could be reduced slightly by including a planting area outside the wall. This would increase the rooting area available for the tree in plot 8. Also, could some of the footway at the side of plot 8 be devoted to garden? Could the house on plot 9 be moved back slightly in order to create a deeper front garden within which a tree like shrub could be accommodated. A more detailed landscape plan should be submitted.
18. The comments of the **Ecology Officer** will be reported verbally at the Committee meeting.
19. **The Corporate Manager (Health and Environmental Sciences)** raises no objections to the implications of the proposal in terms of noise and environmental pollution.
20. **The Housing Development and Enabling Manager** advises that the scheme provides for 3 rented and 4 shared ownership properties which will meet existing housing need. The unit size and proposed mix are satisfactory. If planning permission is granted before April 2008, it is hoped that the Housing Corporation will fund the units.
21. The comments of the **Environment Operations Manager** will be reported verbally at the Committee meeting.
22. The comments of the **Building Inspector** will be reported verbally at the Committee meeting.
23. The comments of the **Drainage Manager** will be reported verbally at the Committee meeting.

24. **The Environment Agency** raises no objections, but states that the Council's Drainage Manager should be consulted in respect of drainage discharge rates, maintenance and adoption.
25. **Anglian Water** advises that there are no public surface water facilities in the vicinity of the proposed development. The developer has suggested alternative methods of surface water drainage disposal that are outside the responsibility of Anglian Water, namely disposal via a drain at the rear of the development. Approval will need to be sought from the Environment Agency or relevant Internal Drainage Board. Surface water will not, in any circumstances, be permitted to discharge to the foul sewer. It is envisaged the existing network would be able to accommodate foul flows arising from the development with a connection point made to the public foul sewer to the front of the property. A condition requiring details of foul and surface water drainage should be added to any permission.
26. **The Cambridgeshire Fire and Rescue Service** raises no objections, stating that additional water supplies for firefighting are not required (contrary to his view at the outline stage when a condition was imposed).
27. **The Police Architectural Liaison Officer** recommends that the road through the development and the communal parking area for the flats are lit by means of column mounted white down lighters.
28. **The County Archaeologist** raises no objections, stating that no archaeological investigation is required.

Representations

29. No. 10 The Paddock, a dwelling sited beyond the south western boundary, objects for the following reasons:
 - a) The height of the proposed buildings are not in keeping with a rural setting. The new dwellings should not exceed the height of the neighbouring houses – ie – those in The Paddock and on The Limes;
 - b) The development immediately adjacent to No.10 The Paddock will eclipse it;
 - c) To ensure privacy of neighbouring properties that will be overlooked by the proposed new dwellings, can it be stated in the planning agreement that no further windows can be constructed in the roof space and preventing obscure glazed windows being fitted with clear glass at a later date;
 - d) Some trees between the site and No.10 The Paddock have already been felled. These should be replaced with suitable mature trees, which should then have preservation restrictions placed on them.

Planning Comments – Key Issues

30. The key issues to consider in the determination of this application are:
 - a) Impact upon character and appearance of area;
 - b) Trees/landscaping;
 - c) Residential amenity;
 - d) Highway safety;
 - e) Flood risk/drainage.

Impact upon character of area

31. The site lies on the edge of the village and is bounded on two sides by residential development. The nearest property in Orchard Close is approximately 9 metres high, whilst the properties in The Limes and The Paddock are, I would estimate, 7.5 - 8 metres high. The dwelling on plot 1 would be approximately 0.7 metres higher than No.16 Orchard Close, but the style of the proposed dwellings is in keeping with the character of surrounding properties and I do not consider this difference in height between the existing and proposed dwellings to be harmful to the appearance of the area. To minimise the impact of the development upon the surrounding countryside, the height of the dwellings generally steps down from west to east, so that the lowest properties are on the most sensitive eastern portion of the site, whilst still retaining sufficient space to ensure the retention of existing hedges and trees.

Trees/landscaping

32. Concerns have been raised by both the Trees and Landscape Design Officers in respect of the submitted landscaping scheme and, in particular, to the proposed retention of the row of pollarded poplars along the south-western boundary of the site. Both officers have advised that these trees should be removed and replaced with more suitable mature trees, which would then be protected with a preservation order. Although the application initially sought approval for the landscaping of the site, the applicant has agreed to the addition of a landscaping condition to any consent, so that issues and concerns relating to the tree specification works and landscaping scheme can be discussed more fully at a later date.
33. The Parish Council has requested that the boundaries adjoining the recreation ground be planted with evergreen trees/hedge. I have discussed this verbally with the Landscape Design Officer who has advised that the planting of evergreen species in this location would not be appropriate.

Residential amenity

34. The scheme has been designed such that it avoids seriously harming the amenities of occupiers of adjoining dwellings. Openings in the upper storey of the 2¹/₂ storey dwellings have either been positioned at high level or are opaque glazed, in order to ensure an appropriate amenity relationship with neighbouring properties. The dwelling on plot 1 is 18 metres away from the side wall of the garage of the adjacent property to the south-west, No.9 The Paddock. The house on plot 4 is only 12 metres away from the boundary with No.10 The Paddocks. To avoid serious overlooking problems of the neighbouring garden area, this dwelling has been designed with no first floor habitable windows in its rear elevation. There is just one bathroom window which would be obscure glazed. This could be secured by condition, whilst a further condition would also be necessary to prevent the insertion of further windows at a later date without planning permission. Finally, the apartments on plots 12-14 in the north-western corner of the site have been designed such that the highest element is positioned as far away as possible from neighbouring dwellings in The Limes (this element is around 25 metres away from No.58 The Limes). In addition, there are no first floor windows in the north side of this building, with first and second floor openings restricted to the elevation facing the communal car park and to the south-western elevation, which faces the open land on the north side of Orchard Close.
35. Concerns have been expressed by the Parish Council and local residents regarding noise and disturbance that would arise during the construction period. The applicants

have pointed out that they only use contractors who sign up to the Considerate Contractors Scheme, and assurance has been given that contractor's vehicles will park on site at all times. A condition should be added to any permission requiring details of where vehicles will park/manoeuvre and where materials will be stored during the construction period. The aim of this condition would be to ensure that there is sufficient space on site for materials/vehicles in order to minimise the risk of obstruction within Orchard Close.

36. The Parish Council has requested that a condition be applied to any consent restricting working hours, and preventing any development being carried out (including delivery of materials) after 6pm on weekdays, 12pm on Saturdays and on Sundays and Bank Holidays. Such a condition would be unduly restrictive and would not be reasonable. However, there is condition on the outline permission preventing the use of power operated machinery during these hours, and this would need to be complied with during the construction period. In addition, a condition preventing articulated lorries from accessing the site cannot reasonably be imposed.

Highway safety

37. In its response to the outline application, the Local Highways Authority considered Orchard Close to be acceptable to cater for the additional vehicular and pedestrian traffic likely to be generated by the development. It did, however, state that due to the alignment of Orchard Close, intensification of vehicular use is likely to result in vehicle speed becoming an issue and suggested that traffic calming be considered following consultation with existing residents. The submitted transport statement explains that this issue was discussed during the pre-application consultation with the local community, as a result of which a speed hump has been proposed within the development site.
38. The Local Highways Authority has objected to the proposed speed hump, which it states is unsafe in the absence of any other speed reducing features within Orchard Close. During a discussion with a resident of Orchard Close, it was made clear that there would be strong objections from existing residents to any further speed bumps within the road. Given that traffic calming features can only be introduced with the full support of all residents and that the LHA initially asked for the possibility of traffic calming to be explored, I have requested that this feature be removed from the scheme altogether.

Flood risk/drainage

39. The application seeks to discharge surface water to a Council maintained ditch along the south west boundary of the site and the comments of the Drainage Manager in respect of this issue are awaited.

Other matters

40. The Parish Council has requested that garaging and secure storage be provided for all houses, including the affordable dwellings. I have discussed this point, as well as the concerns raised by the Landscape Design Officer regarding the uncovered parking spaces, with the applicant. In initial pre-application discussions, Ashwell Homes had proposed the provision of covered parking/bin stores for the affordable properties but the Housing Association (Granta) specifically requested that these elements be removed. There is no planning requirement for bin storage or parking spaces to be covered and the application could not therefore be justifiably refused on this basis.

41. The Parish Council's concerns regarding mud being cleansed from vehicles before they leave the site, and residual mud being cleaned from Orchard Close daily cannot be conditioned. I understand these matters are covered under the Considerate Contractors scheme, but will ensure these concerns are relayed to the applicants through informatives on any planning permission.
42. With regards to the Parish Council's concerns about the address of the site, the property is registered as '18 High Street' and we are unable to change this. However, with the applicant's agreement and for the sake of clarification, the site address has been altered to read '18 High Street (Accessed from Orchard Close).' This is not a planning matter.
43. The application does not accord with current policies relating to housing mix and open space. However, as this is a reserved matters application and, given that there have been pre-application discussions over the last year or so, Officers consider that it would be unreasonable to apply these policies in this instance.

Recommendation

44. Subject to the receipt of amended plans to show the deletion of the traffic calming and to no new material objections being raised by outstanding consultees, delegated powers are sought to approve the layout, scale, appearance and access subject to the conditions of the outline planning permission S/1740/04/O dated 30th August 2005 and to the following additional conditions:
 1. Sc5a – Details of materials for external walls and roofs of the dwellings and garages (Rc5aii);
 2. Sc5 – Details of materials to be used for the access and for all areas of hardstanding (Rc5aii)
 3. Sc60 – Boundary treatment details (Rc60)
 4. Sc52 – Implementation of landscaping (Rc52)
 5. The following windows shall be fixed and fitted and permanently maintained with obscured glass:
 - a) The first floor landing window in the rear elevation of plot 1;
 - b) The 2nd floor ensuite window in the rear elevation of plot 2;
 - c) The 1st floor bathroom window in the rear elevation of plot 4.
(Reason – To safeguard the privacies of occupiers of adjoining properties)
 6. No further windows, doors or openings of any kind shall be inserted in the following elevations unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf:
 - a) At 2nd floor level (including the roofspace) of the rear elevation of plot 1, and at 1st and 2nd floor levels in the north-west side elevation of plot 1;
 - b) At 2nd floor level, including the roofspace, of the rear elevation of plot 2;
 - c) At 1st floor level, including the roofspace, of the rear elevation of plot 4;
 - d) At 1st or 2nd floor level of the north elevation of plots 12-14.
(Reason – To safeguard the privacy of occupiers of adjoining properties);

7. The communal parking area serving units 12-14 inclusive shall be lit before the units are occupied in accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority. (Reason - To provide a safe environment for the residents).
8. Before development commences, a plan specifying the area and siting of land to be provided clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction, and for the siting of all construction materials, shall be submitted to and approved in writing by the Local Planning Authority; such space shall be maintained for that purpose during the period of demolition and construction (Reason – To minimise obstruction of Orchard Close and subsequent disturbance to existing residents).

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 2007:**
ST/6 (Group Villages)
DP/2 (Design of New Development)
DP/3 (Development Criteria)
GB/3 (Mitigating the Impact of Development Adjoining the Green Belt)
HG/1 (Housing Density)
HG/3 (Affordable Housing)
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;
 - Impact on trees;
 - Impact on character of area.

General

1. With regards to condition 7 of this permission, the Architectural Liaison Officer at Cambridgeshire Constabulary has recommended that the road through the development and the communal parking area for the flats be lit by means of column mounted white down lighters to BS 5489: Code of practice for outdoor lighting.
2. Harston Parish Council has requested that, during the construction period, mud be cleansed from vehicle tyres before leaving the development site, and that any residual mud on Orchard Close be cleansed daily. In addition, it states that the site should not be used by workers for overnight accommodation.

3. The granting of planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and a separate permission must be sought from the Highway Authority for such works.
4. The developer should contact the Highway Authority, or its Agent, to arrange construction of any works within, or disturbance of, or interference with, the public highway, and all costs associated with such works shall be borne by the developer. The developer will neither be permitted to drain roof water over the public highway, nor access it in a surface channel, but must make arrangements to install a piped drainage connexion. No window or door will be allowed to open over a highway, and no foundation nor footing for the structure will be allowed to encroach under the public highway.
5. The Developer is reminded that no development should commence until conditions 2(d) landscaping, 3 surface water drainage and 5 fire hydrants of the outline planning permission, reference S/1740/04/O, dated 30th August 2005, have been discharged.
6. The application site subject to a Planning Obligation under Section 106 of the Town and Country Planning Act, 1990, dated 12th August 2005.

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/1903/07/RM and S/1740/04/O

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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

S/1767/07/O – IMPINGTON
Affordable Housing at
Land adjacent St Georges Court off Milton Road for
H.R. Builders Ltd and Bedford Pilgrim Housing Association

Recommendation: Approval
Date for determination: 10th December 2007

Notes:

This Application has been reported to the Planning Committee for determination because the proposal is for affordable housing outside of the defined settlement framework within the Green Belt.

Members will visit this site on 5th December 2007.

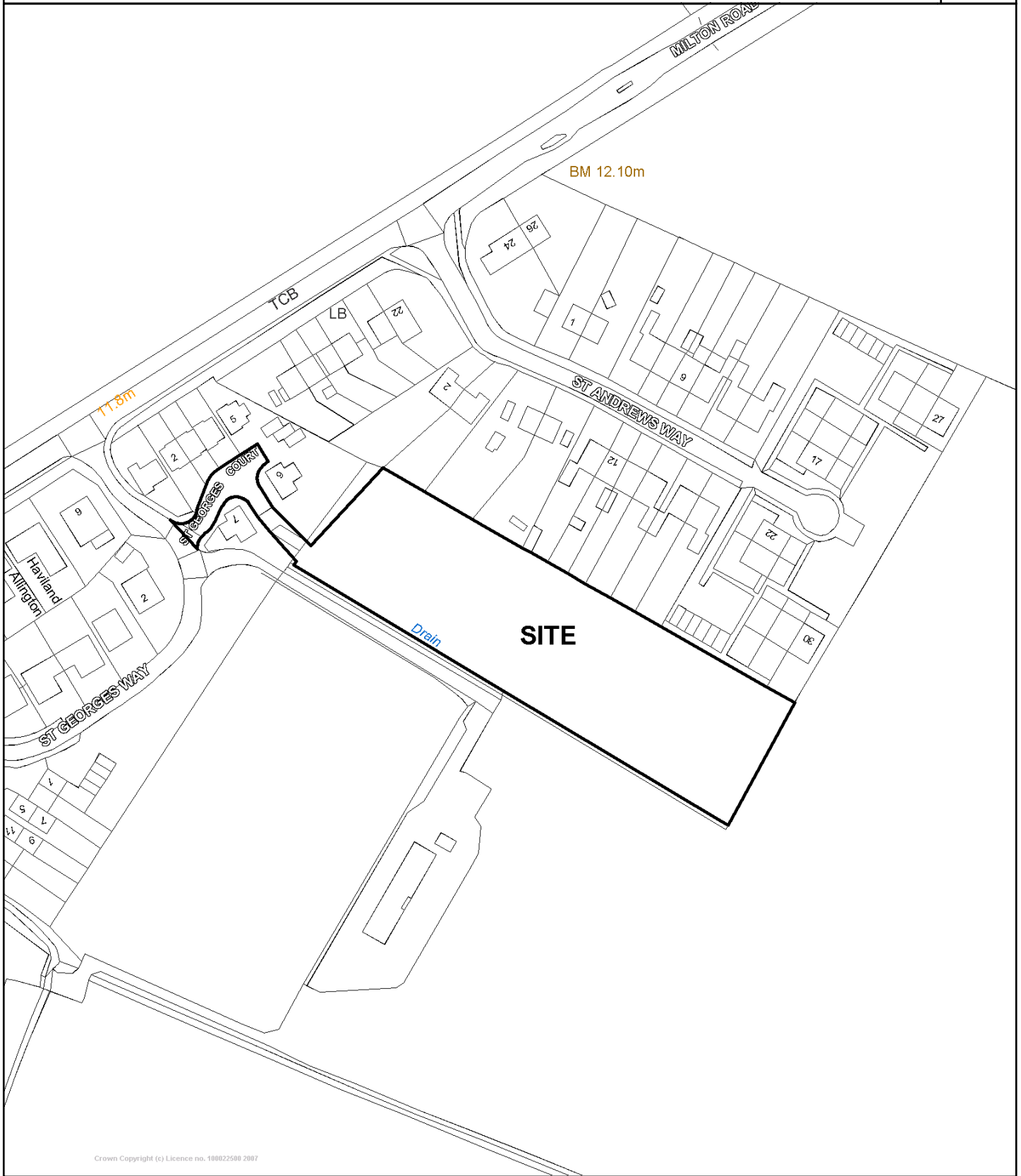
Departure**Site and Proposal**

1. The application relates to a 0.56 hectares site which is currently an area of paddock land with hedgerows to the north, east and southern boundaries. It lies outside of but immediately adjacent to the village framework. The dwellings on the south side of St Andrews Way are to the north. St Georges Court, to the north west, consists of 7 dwellings. St Andrews Way is a mix of detached and terraced dwellings. To the south west is Middle White Farm, a former piggery, which is now used as a veterinary surgery. The site is generally flat.
2. This outline application seeks approval now for access, with layout, scale, appearance and landscaping to be determined at a later date. This application was registered on the 17 September 2007 and proposes the erection of 20 affordable dwellings. Access to the site is to be obtained via St Georges Court.
3. Parking for 20 cars is to be provided, with 2 disabled parking bays and 2 visitor spaces making a total of 24 car spaces. These are arranged in two parking areas with the access road along the southern side of the site.
4. This application contains a planning statement, detailed drainage information and a letter from the Bedfordshire Pilgrims Housing Association.

Planning History**Application Site**

5. In 1981 outline planning permission was refused for residential development for the reasons that the site was within the Green Belt and rural area where development

S/1767/07/O - Impington



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December Planning Committee 2007

was restricted to agriculture. An appeal was dismissed on the basis that, with the site being in the Green Belt, a development of this nature was unacceptable. This was for market housing and not affordable housing.

6. An outline planning application was withdrawn in March 2007 for a scheme of 20 affordable houses.

St Georges Court

7. Planning permission granted in 2001 for 7 houses.

Planning Policy

Cambridgeshire and Peterborough Structure Plan 2003

8. **P1/3** relates to sustainable design in built development and requires a high standard of design for all new development which responds to the local character of the built environment.
9. **P6/1** relates to the provision of contributions towards community and infrastructure requirements.
10. **P9/2a** development in the Green Belt is restricted to that required for agriculture and other uses appropriate to a rural area.

Local Development Framework Core Strategy 2007

11. **ST/4** identifies Impington as a rural centre within the settlement hierarchy.

Local Development Framework Development Control Policies 2007

12. **DP/1 Sustainable Development:** development will only be permitted where it is demonstrated that it is consistent with the principles of sustainable development.
13. **DP/2 Design of New Development:** must be of a high quality design and appropriate in scale.
14. **DP/3 Development Criteria:** sets out the main principles for new development.
15. **DP/4 Infrastructure and New Development:** requires new development to make arrangements for improvement to the infrastructure.
16. **DP/7 Development Frameworks:** outside of urban and village frameworks only development which needs to be located in the countryside will be permitted.
17. **GB/1 Development in the Green Belt:** there is a presumption against inappropriate development.
18. **GB/2 Mitigating the Impact of Development In the Green Belt.**
19. **HG/1 Housing Density:** residential will make best use of land by achieving an average density of 30 dwelling per hectare.
20. **HG/2 Housing Mix:** there should be a range of types sizes and affordability.

21. **HG/3 Affordable Housing.**
22. **HG/5 Exception Sites for Affordable housing:** as an exception planning permission for 100% affordable housing may be granted subject to criteria to meet identified local housing needs on small sites within or adjoining villages.
23. **SF/6 Public Art and New Development.**
24. **SF/10 Outdoor Play Space, Informal Open Space and New Developments.**
25. **SF/11 Open Space Standards.**
26. **NE/1 Energy Efficiency.**
27. **NE/3 Renewable Energy Technologies in New Development:** development over 10 dwellings will include technology for renewable energy.
28. **NE/4 Landscape Character Areas:** development will only be permitted where it respects the local character.
29. **NE/6 Biodiversity:** new development should aim to maintain, enhance , restore or add to biodiversity.
30. **NE/9 Water and Drainage Infrastructure:** permission will not be granted where there is inadequate water systems.
31. **NE/11 Flood Risk:** applications will be judged against PPS25.
32. **TR/1 Planning for more Sustainable Travel:** permission will not be granted for development which is likely to give rise to a material increase in travel demands.
33. **TR/2 Car and Cycle Parking Standards.**

Consultations

34. **Impington Parish Council.** S/1767/07/O is substantially identical to application S/0273/07/O which was withdrawn before determination. As such the Parish's response, one of recommending refusal, is unchanged in principle. However, further detail has been added in response to points made by the applicant, and to correct factual errors.

Relevant Policies

Two recently adopted policies appear to be relevant:

1. Core DPD Policy ST/4 Rural Centres
and, since the proposed development is in the Green Belt:
2. Development Control DPD Policy HG/5 Exceptions Sites for Affordable Housing

Location

The St George's Way/St Andrew's Way developments are at the very edge of the settlement of Histon & Impington, and are poorly served by public transport, and do not have good access to village facilities.

In addition, there is pavement to just one side of the road, and this is of less than standard width. Traffic calming has been introduced in the last few years in order to bring average speeds down. When measured immediately after installation, the 85% percentile figure was still over 32 mph, and perception is that this has risen, together with the number of HGVs using the route.

Drainage

Residents in the neighbouring St Andrew's Way have repeatedly reported problems with drainage, as recently as 9th October, after only moderate rainfall.

Air Quality

South Cambridgeshire District Council has recently declared an air quality management area running along the A14 from Milton to Bar Hill. The site is 1.5km from the A14, with a southerly prevailing wind bringing pollutants towards the site.

In addition, the site is 1.4km from the HWRC and landfill site at Butt Lane, Milton. Noxious odours from the site, and processing operations there, do reach this area.

Relationship to the built up area of the settlement

Whilst adjacent to St Andrews Way, one must regard St Andrew's Way as poorly related to the overall settlement. It is further from public transport, village facilities, and would be unlikely to be granted permission in today's planning climate.

Relationship to facilities and services

The Council's previous objection reported that the site is:

1. Approximately 1900 metres from the shops in the village centre
2. Long distance from the Junior School (1700 metres) and further from the Nursery and Infants' Schools
3. 900 metres to the stop at the Village College, exceeding 800 metre planning distance for access to public transport

The walking route along Milton Road is along a narrow footpath, in places barely wide enough for a buggy. One route from there is along a section of road without footpath, alternatively, a longer route is available that has a footpath.

The applicant highlights Impington Village College (IVC) and St Andrew's, Impington.

IVC does not have a playgroup, nor does it host holiday activities. St Andrew's Impington is part of a joint benefice with St Andrew's Histon, and does not provide any children's worship or facilities.

A measure of the accessibility of local services can be taken from the 2001 census results that show just 8 out of 139 households in output area 12UGHN0027 do not have a car. These are likely to include the Council bungalows at the end of St Andrew's Way. The remaining 131 properties had then 200 cars, an average of 1.53 cars per property. With the cessation of the bus service along Milton Road since that date, this figure is unlikely to have improved.

Reference is also made to the Park & Ride site being developed on the A10. It should be noted that specific provision is being made there to prevent (or at least deter) exit from the site towards Impington, though the community recognises that there is still likely to be an increased level of traffic on Milton Road during morning and evening rush hours as out of settlement traffic accesses the site.

Alternative sites

Policy HG/5 para 2 requires that no alternative appropriate sites can be found.

The applicant refers to a dismissed appeal on S/0321/05/O. The Inspector holding the inquiry into the LDF has made it clear that he expects to approve a number of objection sites in order to meet a perceived shortfall in housing numbers, and there is such a site to the rear of Impington Lane, adjacent to the site of this rejected appeal.

The Impington Lane site has also been actively marketed since the appeal by two agents, and is still unlet, and in rapidly deteriorating condition.

It is quite possible, therefore, that this site, together with the objection site, will come forward in 2008, and be likely to deliver 60+ affordable units.

Adequate services

Policy ST/4 Rural Centres, specifies that development will only be permitted "provided that adequate services, facilities and infrastructure are available or can be made available as a result of the development".

The Council has consistently argued that local services, facilities and infrastructure are not adequate.

For example:

1. the settlement is well short of public open space/recreation facilities
2. has limited GP provision, and that on a site that is landlocked
3. the main route into the village (B1049) is forecast to be at between 150% and 175% of capacity by 2015 (Cambridge NW traffic study)

Let alone questions over the capacity of schools, where again sites provide limited (in some cases very limited) scope for expansion.

Recommendation

The Parish Council recommends refusal on the following grounds:

1. The Housing Needs Survey is out of date, suggests requirements for a mix of housing sizes not met by the application, and presents a confusing picture of demand and not necessarily need;
2. The application is fails to meet Policy HG/5 1(d), in that it is not site is well related to facilities and services within the village;
3. The application is fails to meet Policy HG/5 1(c), in that the site of the proposal is not well related to the built-up area of the settlement - in that this area of is not of itself well related to the rest of the settlement;

4. The application fails to meet Policy HG/5 1(c), in that it does not demonstrate secure arrangements for ensuring that all the dwellings within the scheme provide affordable housing in perpetuity for those in housing need;
5. That it believes alternative appropriate sites can be brought forward in the next 12 months;
6. The application fails to meet Policy ST/4 para 2, in that it does not demonstrate that there are adequate services, facilities and infrastructure in Histon & Impington;
7. There is inadequate parking for the number of cars that would reasonably be expected to be needed by residents.

Conditions

Should SCDC be minded to approve the application, the Council asks:

1. That further work be done to ensure that adequate drainage is provided, not only for the development itself, but also to ensure that neighbouring sites (particularly St Andrew's Way) are not adversely affected;
 2. That housing on the site will be affordable in perpetuity;
 3. That the Council is formally consulted regarding potential residents at the site as to their association with the community;
 4. That an offsite provision, secured by S106 agreement, is made for public open space/recreation space.
35. **Housing Development Officer:** Supports the application and considers that the possibility of another exception site in a more favourable location becoming available is fairly remote.
36. **Corporate Manager (Health and Environmental Services):** The air quality management area does not extend this far and all pollutants are expected to be within health based objectives for this site.
37. **Trees and Landscape Officer:** No objection. The boundaries of site need to be protected during development with Heras fencing. A good landscaping scheme to be submitted.
38. **Ecology Officer:** The layout is better than previous in that there are greater areas of planting. The hedge to the south should be retained and he would wish to ensure that it is retained in a semi – natural fashion. Existing hedging should be strengthened through additional planting. Artificial nest and bat boxes should be integrated into the development.
39. **Drainage Manager:** Surface water drainage is acceptable. The design involves a soakaway system and is in line with national standards. It should be confirmed that the Cambridgeshire County Council should adopt the highway soakaway system and request that the domestic surface water sewerage system and associated soakaways shall be the responsibility of the Housing Association and maintenance in perpetuity shall be the sole responsibility of the Association and its successors.

40. **Environment Agency:** The Local Planning Authority is to assess. For operational developments of less than 1 hectare site size falling within Flood Zone1, the main flood risk issue to consider will usually be managing surface water run-off.
41. **Local Highway Authority:** Requested a dimensioned plan to show footways and cycle parking; and evidence to show that the existing access was constructed to adoptable standards.
42. **Police Architectural Liaison Officer:** Nothing further to add to previous comments which are:
- a) concerns over the provision of tree and hedgerow planting to the rear of plots 5-12;
 - b) it creates an area of public realm which will leave the dwellings vulnerable to crime;
 - c) similar comments made regarding the landscape buffer to rear of plots 1-4 and 13-20;
 - d) defensible space may be necessary to the side elevation of plots 5 and 12.
43. An **Affordable Housing Panel** was held on Wednesday 21 November 2007 the outcome of this will be reported verbally.

Representations

44. Five letters of objection have been received, summarised as follows:
- a) Lack of car parking
 - b) Not a sustainable location in relation to local services
 - c) Poor drainage in St Andrews Way
 - d) Affordable housing already provided by Arbury Park
 - e) Arbury Park has its own school and doctors surgery, the schools and surgeries are full in Histon and Impington
 - f) No facilities for children
 - g) No footway to proposed Park and Ride at Butt Lane
 - h) No material difference to the previous application
 - i) Traffic congestion already and this will add to this
 - j) Noise disturbance
 - k) Lack of privacy
 - l) Light pollution
 - m) Loss of habitat

Planning Comments – Key Issues

Need

45. The Council's Housing Development Officer confirms that there is a need for the number of dwellings proposed. Whilst it may be the understanding that Arbury Park has addressed the needs of the village this is not the case. Even with the housing at Arbury Park there is still a need for affordable housing. The most recent survey was in 2005. In Impington there is a need for 130 affordable houses over the next two to five years. In addition there are 1305 people on the active housing register for Impington as at April 2006. Arbury Park is likely to result in 280 affordable housing units over the next two to three years. However these are being allocated to the villagers of other areas and Cambridge City and not just Impington. The expected affordable housing that may come forward from the site within the village at the Unwins site may generate as many as 60 units, however the need is such that there will be a demand for more affordable housing units. The size mix and tenure will be confined to and appropriate to the strict extent of identified local need. A legal

agreement will put in place measures to ensure that the housing is affordable in perpetuity and that the prospective tenants have an association with the area of the parish.

Green Belt

46. The site is outside of the village framework and within the Green Belt. The key question is whether this site is the most appropriate and that there are no other sites of a similar scale and type that may be more suitable. Any site adjoining Impington will be within the Green Belt. Therefore it is then a question of whether there are any other sites which have a lesser impact on the openness of the Green Belt. The applicants state that to date there have been no other sites coming forward as exception sites. A site has been allocated in Impington for an estimated 42 houses on the north side of Impington Lane and east of Glebe Way. The site could therefore provide up to 14 affordable houses. In addition a recent planning application on the Unwins site at Impington Lane was refused and dismissed at appeal for reasons associated with archaeology, loss of employment and flood risk. On this basis it is considered that there are no other alternative appropriate sites ready to come forward in the near future.

Visual Impact

47. The dwellings would be viewed against the backdrop of the dwellings in St Andrews Way thereby not adversely affecting the openness of the Green Belt in this location. The key features of the site are the boundary hedges which should be retained. The indicative layout does not show clearly the retention of these hedges and therefore the visual impact of the development would be greater. On the basis of this layout the development would not be acceptable however it is considered that the site could be developed where by the hedgerows are retained The layout is for approval at a later stage. There is a landscape buffer to the eastern boundary of 10m which will substantially screen the development.
48. There are no public footpaths adjacent the site to afford a public view from the countryside. The main views are from St Georges Way and glimpses from Milton Road.

Sustainability Issues

49. Whilst it is acknowledged that the site is located away from the centre of Impington and local services it is located on the edge of a village which is designated a rural centre within the settlement hierarchy. The Core Strategy refers to rural centres as the larger more sustainable villages whereby there is no strategic constraint to the amount of housing that can come forward subject to compliance with other policies in the Development Plan. As an exception site it is adjacent to the village framework. On balance the need for affordable housing outweighs the edge of village location.

Highway Safety

50. The applicant has confirmed that the access from St Georges Court is constructed to adopted standard. The road width issue will be a matter of the reserved matter application to be agreed later on.

Car Parking

51. The Council's car parking standards require an average of 1.5 spaces per dwelling. This equates to 30 for this development and a maximum of 2 per 3 or more bedrooms in poorly accessible areas equates to 40. The proposed parking provision is 24 spaces. It is considered that 24 spaces are sufficient and I note that the Local Highway Authority are not objecting to the proposal on this particular issue.

Neighbour Amenity

52. The indicative back to back distances to existing dwellings ranges from 28 metres to 41 metres. This is more than sufficient to protect the residential amenities of the adjacent occupiers. The side elevation of plot 20 is however too close to the boundary with the dwellings to the north which have rear gardens of 12m deep. This can be addressed through the detailed submission.

Drainage

53. The Council's Drainage Manager has not raised any objections. The details submitted show two highway soakaways and domestic soakaways. The calculations provided demonstrate that these soakaways can accommodate the run off from the development. In relation to flood risk the site is located a significant distance from any main river.

Ecology

54. The indicative layout does not accommodate the important hedgerow features. Again this will be a matter for the reserved matters application. The applicant has confirmed that there will be sufficient space to accommodate the southerly hedgerow.

Contribution for Education and Open Space

55. It has been previously generally held that where exception sites for 100% affordable housing are proposed the normal additional infrastructure requirements for education and open space are waived. This is the situation in this case as negotiations have taken place prior to the adoption of the Development Control Policies DPD it would be unreasonable to now insist such contributions. The application is not of a sufficient scale or nature to result in significant prejudice to the implementation of the development plan and as such is not required to be referred to the Secretary of State for determination.

Conclusion

56. The concerns and objections raised are duly noted. However in this case it is considered that the overriding need for affordable housing outweighs the locational concerns. The proposal subject to conditions is considered acceptable.

Recommendation

57. Approval subject to the signing of a section 106 Legal Agreement to cover affordable housing,
1. Standard Time Condition B – Time limited permission (RCB).

2. No development shall commence until full details of the following reserved matters have been submitted to and approved in writing by the Local Planning Authority:
 - i. Scale
 - ii. Appearance
 - iii. Landscaping
 - iv. Layout(Reason-The application is for outline permission only and gives insufficient details of the proposed development).
3. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.
(Reason - To enhance the quality of the development and to assimilate it within the area).
4. SC5b and c – Details of surface and foul water drainage (RC5b and c).
5. Details of the treatment of site boundaries shall be submitted to and approved in writing by the Local Planning Authority and the work completed in accordance with the approved details before the building(s) are occupied or the development is completed, whichever is the sooner.
(Reason - To ensure that the appearance of the site does not detract from the character of the area).
6. The permanent space shall be reserved on the site for permanent parking shall be provided before the occupation of the dwellings hereby permitted and thereafter maintained.
(Reason - In the interests of highway safety).
7. No development shall be commenced until a tree survey and arboricultural method statement detailing the retention and protection of existing trees and hedgerows, and ensuring the supervision and inspection of such measures, has been submitted to and approved in writing by the Local Planning Authority. Thereafter the protection measures shall be implemented as approved.
(Reason - In order that the layout of the site and the siting of buildings can be assessed in relation to existing trees and to ensure their future retention).
8. Prior to the commencement of the development, hereby approved, details of the scheme of public art provision and timeframe for its implementation within the development shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved scheme shall be implemented in accordance with the agreed scheme and timescale for its implementation.
(Reason –To ensure that public art is incorporated into and to enhance the character of the development in accordance with Policy SF/6 of the South Cambridgeshire Development Control Policies DPD, 2007).
9. Prior to the commencement of development hereby approved a biodiversity strategy shall be submitted to and approved in writing by the Local Planning

Authority. Thereafter the approved strategy shall be implemented in accordance with the agreed scheme and timescale for its implementation. (Reason - To enhance the biodiversity of the development in accordance with Policy NE/6 of the South Cambridgeshire Development Control Policies DPD, 2007).

10. Prior to the commencement of the development hereby approved a strategy and timescale for the use of renewable energy resources and water efficiency shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved strategy shall be implemented in accordance with the agreed timescale.
(Reason – To ensure that the development meets the sustainability aims of Policies NE/2 and NE/12 of the South Cambridgeshire Development Control Policies DPD, 2007).
11. No development shall commence until details of the following have been submitted to and approved in writing by the Local Planning Authority; the development shall be carried out in accordance with the approved details.
 - a) Refuse storage accommodation.
(Reason - To ensure refuse storage is adequately provided on site without causing visual harm to the area).
 - b) Materials to be used for hard surfaced areas within the site including roads, driveways and car parking areas.
(Reason - To ensure that the development enhances the character of the area.)
 - c) Car parking provision in accordance with the Local Authority standards.
(Reason - To ensure adequate car parking provision is provided and suitably laid out).
12. No built development shall be occupied until the access road and footpaths necessary to serve that development shall have been completed to base course level. (Reason - To protect the safety of users of the access roads and footpaths and to safeguard the appearance of the built environment).

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 relates to sustainable design in built development.
Policy P9/2a development in the Green Belt is restricted to that required for agriculture and other uses appropriate to a rural area.
 - **Local Development Framework Core Strategy 2007**
ST/4 identifies Impington as a rural centre within the settlement hierarchy.
 - **Local Development Framework Development Control Policies 2007**
DP/1 Sustainable Development development will only be permitted where it is demonstrated that it is consistent with the principles of sustainable development.
DP/2 Design of New Development must be of a high quality design and appropriate in scale.

DP/3 Development Criteria sets out the main principles for new development.

DP/4 Infrastructure and New Development requires new development to make arrangements for improvement to the infrastructure.

DP/7 Development Frameworks outside of urban and village frameworks only development which needs to be located in the countryside will be permitted.

GB/1 Development in the Green Belt there is a presumption against inappropriate development.

GB/2 Mitigating the impact of Development In the Green Belt.

HG/1 Housing Density residential will make best use of land by achieving an average density of 30 dwelling per hectare.

HG/2 Housing Mix there should be a range of types sizes and affordability.

HG/3 Affordable Housing.

HG/5 Exception sites for affordable housing as an exception planning permission for 100% affordable housing may be granted subject to criteria to meet identified local housing needs on small sites within or adjoining villages.

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 development over 10 dwellings will include technology for renewable energy.

NE/4 Landscape Character Areas development will only be permitted where it respects the local character.

NE/6Biodiversity new development should aim to maintain, enhance , restore or add to biodiversity.

NE/9 Water and Drainage Infrastructure permission will not be granted where there is inadequate water systems.

NE/11 Flood Risk applications will be judged against PPS25.

TR/1 Planning for more Sustainable Travel permission will not be granted for development which is likely to give rise to a material increase in travel demands.

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: highway matters; drainage; sustainability; green belt; amenity, impact on openness.

Informatives

Should driven pile foundations be proposed, before development commences, a statement of the method for construction of these foundations should be submitted to

and agreed by the District Council's Environmental Health Officer so that noise and vibration can be controlled.

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

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

- Local Development Framework Core Strategy 2007
- Local Development Framework Development Control Policies 2007
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning files Ref: S/0273/07/F and S/1767/07/O

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

5th December 2007

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

**S/1767/07/O – IMPINGTON
Affordable Housing at
Land adjacent St Georges Court off Milton Road for
H.R. Builders Ltd and Bedford Pilgrim Housing Association**

**Recommendation: Approval
Date for determination: 10th December 2007**

ADDENDUM

The affordable housing panel met on 21st November 2007, the outcome is summarised below:

The development of the site was discussed at length. In conclusion there was strong objection raised by both the Parish Council and Councillors Mason and Davies for the following two reasons:

1. The location is inappropriate for housing being too far away from services and amenities.
2. The village of Impington and Histon already suffer from an infrastructure deficit whereby current services are already at capacity.

However, officers noted these objections but consider that on balance the overriding need for affordable housing outweighs these concerns. The infrastructure deficit is a strategic issue which can not be resolved by this site alone.

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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

C/6/9/1A**Discharge of Conditions - Cambridgeshire Guided Busway****Recommendation: Approval****Notes:**

These submissions have been reported to the Planning Committee for determination because the officer recommendations of approval are contrary to objections raised by Parish Councils.

Background

1. On 21st December 2005, the Secretary of State for Transport directed that planning permission be deemed to be granted for the development included in the Cambridgeshire Guided Busway Order. One of the ten conditions reads:

(Condition 3)

- (a) Work shall not begin on each of the following items of development until in each case prior written approval of their design and external appearance has been obtained from the local planning authority:
- (iii) the formation, layout or alteration of any means of access to any highway used by vehicular traffic; and
 - vi) Park and Ride sites, including finished ground levels for sites located within the indicative floodplain.
- (b) The works shall be carried out in accordance with the approval given by the local planning authority or, if that authority gives prior written approval to any amendment or alteration, subject to such amendment or alteration.

The reason for the condition is to ensure the satisfactory appearance and functioning of the development, in the interests of highway safety.

Three submissions require Committee consideration:

A. CONDITION 3(a) (iii) - PARK LANE JUNCTION, HISTON**Site and Proposal**

2. Park Lane links Histon with Oakington and Girton. The junction of Park Lane with the proposed Guided Busway is known as Girton Crossing. To the north west of the carriageway is a recently completed footway and cycleway. A public footway follows

the course of the former railway towards Oakington. Park Lane at this point is unlit and subject only to the national 60 mph speed limit.

3. The submission dated 11th May 2007, as amended by letter dated 18th September 2007 and Drawing No. CGB-HJY-JNGIR-D-1-001F, proposes a signal controlled junction on Park Lane, an uncontrolled cycle crossing of the Guideway, a toucan crossing of Park Lane for the maintenance track/cycleway, signage and 13 lighting columns.

Consultations

4. **Histon Parish Council** objects:

- (a) "It is noted the cycleway recently installed is to be diverted to the north on a different line which will have an uncontrolled crossing with the guideway. As this cycleway is used by children travelling to school, the Parish Councils would expect it to be controlled.
- (b) Over-usage of signage in a rural setting. "Except Guided Buses" and equestrian warning signs are considered particularly excessive in a rural setting.

The Parish Council has very strong objection and wish to see amended design. 13 light columns have recently been added to the plans for this rural junction along a minor road that has never been lit to this standard before (some of which may be outside the limit of deviation). In fact when constructing the cycleway along this road the County Council deliberately used solar powered lights in the footway to reduce environmental pollution. We request their removal, save for the 4 nearest the junction. We also request a reduction in the excessive signage by 50%".

5. **Local Highways Authority** confirmed on 4th June 2007 that the design of the junction and therefore the access to the adopted public highway, was still in a process of iterative negotiation with the developer. The amended drawing is acceptable to the Highway Authority.

In response to the objections of the Parish Council the Local Highways Authority states:

"I wish to confirm that the County Council will not accept street lighting that does not meet county standards, at a junction where there are to be vulnerable road users crossing a busy village road and the guided busway whilst under signal control.

In respect of the need for measures to prevent drivers from inadvertently turning into the guided busway, it is normal practice to sign in advance where there are 'No Entry' side roads, and in this instance it is extremely important that such signing is provided. Additionally, the consequences of drivers encountering the 'car traps' will be delays and potential damage to vehicles and injury to occupants. The County Council would not accept the scheme being implemented without adequate advance signing".

Planning Comments

6. The Road Safety Audit (RSA) Stage 2 recommended a signal controlled facility for pedestrians/cyclists crossing the northern arm of the Girton junction. However, the Guided Bus Team (GBT) has indicated that there is insufficient land within the limits of the scheme to provide the infrastructure necessary for a controlled crossing.

7. As an alternative the RSA Stage 2 stated that “the design team must ensure that a pedestrian or cyclist waiting to cross the guideway has the appropriate visibility in each direction in relation to the approach speed of vehicles. The GBT has responded by removing the bus turning movement on the NW corner of the junction to improve sight line visibility for the crossing.
8. The RSA Stage 2 recommended a greater number of signs than those shown on the submitted drawings. The submission aims to minimise the amount of additional signage recommended by the auditors. In addition, the “New Traffic Signals Ahead” signs on the approaches to the junction will be removed after six months. I do not consider that signage can be reduced without prejudicing safety, having regard to the RSA.
9. The proposed lighting columns have not recently been added to the plans. They were included in the original submission. The GBT states:

“Lighting has been included in all of the junctions and was part of the scheme which has been approved by the Secretary of State. We therefore have planning permission in principle for lighting at the junctions. The details are subject to the planning condition. An objection in principle to having lighting is inadmissible as that has already been decided.

The PC are incorrect when they say that solar studs were used on the cycleway because of its rural location. The cycleway is unlit because the cycleway’s budget won’t stretch to lighting. The solar studs are provided to give edge definition, they provide very little illumination.

All new street lighting is designed to minimise light pollution, which means that the light source is recessed into the housing such that the light is directed downwards at the road surface. The light sources will not be visible to the residents of Pease Way”.
10. The lighting columns are all within 50 metres of the junction and in my view are essential safety components at traffic light controlled junctions. This is confirmed by the response of the Local Highways Authority.

Recommendation

11. It is recommended that Condition 3(a) (iii) be discharged in regard to the amended design of the Park Lane, Histon junction subject to agreement of the detailed signals design by the County Council’s Signals Team.

B. CONDITION 3(a) (iii) - DESIGN AND EXTERNAL APPEARANCE OF STATION ROAD, HISTON JUNCTION

Site and Proposal

12. Station Road is an un-classified road that runs parallel to the B1049 and is a relatively busy road within the villages. The junction of Station Road with the proposed Guided Busway is at the location of the former Histon Station, with Bishops’ hardware and cycle shops on the opposite side of the line. Station Stores abuts the line to the south-east.

13. The submission dated 20th July 2007, as amended in writing, dated 5th November 2007 and Drawing No. CGB-HJY-JNHIS-D-1-001 Rev C, proposes a signal controlled junction on Station Road, a toucan crossing of Station Road, five pedestrian crossings including one to New Road, signage, 13 lighting columns and CCTV.

Consultations

14. **Histon Parish Council** made no recommendations in relation to the initial plan but commented on the overuse of signs; over-removal of trees; and lack of clarity to the signage in front of Bishops' entrance, the cyclists in the marked box would block the entrance/exit. Its comments on the revised details will be reported verbally.
15. **Impington Parish Council** recommended refusal. It commented on there being too much signage; the northbound cyclists' advance stop would block the entrance to Bishops'; excessive tarmac on the north east corner; unmaintainable and unnecessary strip of grass to the north stop (east side); there should be parking for three cars rather than two outside of Station Stores and should be a lay-by; "Guided Bus Only" signs should cover both lanes of the road; the Eastern platform should be "Impington Bus Stop"; "New traffic signals ahead" should only be a temporary permission for 6 months. In addition it queried whether the junction should be a "yellow box" and requested that consideration be given to the segregation of cyclists and passengers at stops. Its comments on the revised details will be reported verbally.
16. **The Local Highway Authority** confirmed that the details are acceptable "subject to detailed design". Its comments on the revised details will be reported verbally.

Planning Comments

17. In relation to the junction design several issues have been raised. The contractor has advised that a yellow box to the junction and extending the yellow lines to New Road were considered and that it was felt best to monitor the operation of the junction and provide these if it proves necessary in order not to reduce parking on New Road and avoid unnecessary visual impact.
18. Two car parking spaces on Station Road are proposed to serve Station Stores. This is similar to the current arrangement. Providing a lay-by would be difficult to achieve in my opinion and unnecessary.
19. There is a particularly large expanse of hard-surfaced area to the north-eastern side of the junction; however it has been advised by the contractor that reducing the area with soft landscaping would not be the preferred approach to this area, in order not to impede the free-flow of cyclists, who have to cross the Guided Busway at this point, or pedestrian desire lines.
20. The keep clear site in the area of Bishops has been relocated to prevent the exit being blocked. The level of signage is the minimum required by the Road Highway Safety Audit process and "New Road Layout" signs will be removed after 6 months. The stops have been re-named "Histon and Impington".
21. Cyclists and pedestrians are to be segregated at bus stops and will be the subject of detailed submissions relating to the design of these, as required by condition three.

Recommendation

22. It is recommended that Condition 3(a) (iii) be discharged in regard to the amended design of the Station Road, Histon junction, as amended in writing, dated 5th November 2007 and Drawing No. CGB-HJY-JNHIS-D-1-001 Rev C, subject to the comments of the Histon and Impington Parish Council's on the revised design raising no new material planning considerations and subject to agreement of the detailed signals design by the County Council's Signals Team.

C. CONDITION 3(a) (vi) - DESIGN AND EXTERNAL APPEARANCE OF LONGSTANTON PARK AND RIDE SITE

Site and Proposal

23. The Park and Ride site is located on the east side of B1050, Station Road and south of the Guideway. To the west of Station Road is a number of commercial premises and two residential properties ("Southwell" and "Stanton House"), to the north are two residential properties (Orchard Cottage and Gresley House) and commercial properties including John Henry Engineering Ltd, and to the south and east is land which falls within the Northstowe Action Area Plan. Station Road is unlit, subject to a 40mph speed limit and has no footways south of the former level crossing. To the north is a footway/cycleway on the east side of the carriageway leading into Willingham.
24. The submission, dated 28th August 2007, as amended by letter dated 8th November 2007 and accompanying drawings, proposes the design and layout for a 700 vehicle space park and ride site to be constructed in two phases of 350 spaces each. A total of 32 spaces have been provided for disabled passengers. The site consists of a bus terminal, although details of the building are to be the subject of a separate submission.
25. A cycleway has been provided from the B1050 Station Road and follows the entrance road into the bus terminal area. There is provision for cycle shelters to accommodate 50 cycles each for Stage 1 and Stage 2.
26. Two walkways have been provided for pedestrian access through the parking area from the furthest parking row to the bus terminal.
27. Access into the Park and Ride is provided from the B1050 Station Road via a signalised junction and then through a roundabout. The details of the highway junction, site access road and balancing ponds have been removed from this submission by the amended scheme. They will be submitted under separate cover at a later date once the junction location has been finalised.
28. Landscaping proposals include native screen planting between 5m and 20m wide on the western, southern and eastern edges and larger stock trees planted in an avenue arrangement alongside the central pedestrian routes.

History

29. The planning permission for the Guideway includes the construction of a park and ride site at Longstanton. The Public Inquiry Inspector noted that the site would have a significant visual impact but he was satisfied that adequate mitigation could be achieved by way of appropriate design and landscaping to protect the amenities of those living nearby and to integrate the development within the wider landscape.

Policy

30. Structure Plan Policy P8/10 and Northstowe Area Action Plan, adopted July 2007, Policy NS/11 promote a Park and Ride site. The latter states:

“The Park and Ride stop for the guided bus on the disused St Ives railway line will be easily accessible by foot and cycle from Northstowe. Direct road access to the site from the town will not be provided.”

The supporting text states:

“D6.12 A Park and Ride facility is planned as part of the Cambridgeshire Guided Busway proposals on the north western edge of Northstowe, to be served by buses on the guideway and dedicated local busway. The dedicated local busway will serve residents of Northstowe, so there will be no need for residents to travel by car to the Park and Ride facility.

D6.13 The Park and Ride facility will be easily accessible by foot and cycle from Northstowe, as it will be the closest bus stop for residents in the northern part of the town. Direct road access from Northstowe will not be provided in order that car parking will be available for more long distance travellers, with vehicular access from Station Road, Longstanton. Design and traffic management measures will facilitate movement by pedestrians, cyclists and equestrians and ensure that no motorised vehicular traffic, other than that for essential access, can use this route.

D6.14 The Council will also seek to explore opportunities for shared use of the car park with other nearby uses, in accordance with the strategy in the Travel Chapter of the Development Control Policies DPD.”

Consultations

31. **Longstanton Parish Council** has not commented.
32. **Willingham Parish Council** “has two major concerns:
- (a) Impact of traffic
 - (b) Impact of water (flood risk)

All of the development is premature prior to having an acceptable By-Pass for Willingham and thus will have an adverse impact on Willingham”.

33. **Local Highway Authority** has confirmed that the details are acceptable.

34. The **Council's Land Drainage Manager** states:

"Temporary consents from the Environment Agency and under the Council's Land Drainage Byelaws have been in place for the initial phase of the site works.

For the final approvals the developer should be informed that:

1. EA approval will be required as statutory consultees.
2. Land Drainage Byelaw approval will also be required from the Council's Drainage Manager. This approval will be conditional on the provision of final design details on pond size, outfall details, cleaning works to existing piped section of the award drain long-term upkeep and maintenance of the detention pond. Additionally, the developer will be expected to demonstrate that the proposal will have no impact downstream of the development. These have not been provided".

35. **Environment Agency** has not commented.

36. The **Council's Landscape Design Officer** has made detailed comments about the plant schedules, cycle parking, edging of balancing ponds, materials for footway paving, width of tree planning beds within the car park, signage, CCTV and cabling routes.

Representations

37. John Henry (Civil Engineers) noted an incorrect boundary position. (The GBT informs me that this has been addressed in the amended drawings).

38. Residents of "Stanton House" and "Southwell", properties on the west side of Station Road and opposite the proposed junction, have objected. In addition, Taylor Vinters Solicitors have commented on behalf of the occupier of "Southwell". The grounds of objection are summarised below:

- (a) The position of the traffic light junction across the access of "Southwell" will block that access, interfere with the occupier's established business of selling produce and flowers, cause a serious loss of amenity and may have an adverse effect on the health of the occupier.
- (b) Traffic queuing to turn right into the Park and Ride site would also block access into Stanton house at busy times. Exiting this access would also be riskier due to stationery traffic across the sight-line.
- (c) Air pollution in the vicinity of the two properties would be increased.
- (d) No provision has been made for a footpath/cycleway to Longstanton.
- (e) Proposed low level landscaping to replace a hedge separating "Stanton House" and "Southwell" from the Park and Ride site would prejudice road safety (snow drift), cause loss of an eastern windbreak, loss of a visual shield from the development and damage established hedge ecology.
- (f) The use of a traditional, inefficient and oversized lighting scheme design risks gross light pollution. Insufficient on-off timing information has been provided to be able to form a complete assessment about light pollution effects.

- (g) Loss of the large existing hedgerow would cause urbanisation, loss of visual amenity and further light pollution.
- (h) Use of the new junction by John Henry Ltd would increase unplanned traffic, noise and pollution risk.
- (i) Expansion of the John Henry Ltd land is apparently taking place without involving the public planning process.
- (j) There is a risk to drainage with lack of attention to pre-existing problems in the open roadside ditch which flows on the west side of Station Road.
- (k) Insufficient details have been provided for drainage arrangements to the two properties.
- (l) The Park and Ride scheme should be assessed against the environmental impact of expansion of Northstowe to the west of Station Road.
- (m) There are existing foul drainage problems. If a septic tank system is required, its size and arrangements for emptying it regularly need to be considered.

The occupier of "Southwell" considers that, in the event that the details are approved, consideration will be given to challenging the decision in the Courts on the basis that it compromises a breach of her human rights. This seems to be based largely on the position and impact of the access falling disproportionately on that property.

39. **Gallagher Estates:**

- (a) Fully support the "future connection to Northstowe development". But it is not clear how the two-way flow of buses between Northstowe and the bus stops at the northern end of the Park and Ride will work.
- (b) It is suggested that the central north/south walkway is continued to the south boundary to ensure that the Park and Ride is immediately accessible to the first occupiers of Northstowe.
- (c) Finally it is suggested that the native screen planting on the perimeter of the site include some evergreen species to provide some year round greening.

Planning Comments

- 40. The Park and Ride development has planning permission as part of the Guided Busway Project. Condition 3(a)(vi) requires consideration of design and external appearance.
- 41. The amended submission specifically excludes details of the location, design, drainage and landscaping of the proposed junction on Station Road, the 55 metre length of roadway from that junction to the car park roundabout and the balancing ponds and landscaping either side of that section of roadway. Issues raised by consultees and residents in regards to those matters will, therefore, be assessed when that submission is received.
- 42. The CGB planning permission does not include or require the provision of a by-pass for Willingham or a cycleway/footpath link to Longstanton. However, I am informed by CGB Team that a cycleway/footway is to be part of a Growth Area Fund bid to

government. Policy NS/10 of the adopted Northstowe Area Action Plan 2007 states that:

“If at the time of grant of outline planning permission a Willingham Bypass is required by the County Council, a contribution will be sought from the developers of Northstowe towards its construction related to the forecast percentage volume of traffic that will be generated by Northstowe”.

43. Although details of the balancing ponds will be the subject of a separate submission, drainage for the Park and Ride will be in accordance with the Flood Risk Assessment, which has been approved by the Environment Agency. Drainage from all paved areas will be attenuated to a permissible greenfield run-off rate. Foul drainage from the Park and Ride building (subject of a future submission) will discharge to a foul water sewer in agreement with Anglian Water.
44. Landscaping issues have been discussed in considerable detail between the CGB Team and the Council's officers. The scheme has been amended to reflect those discussions. To assimilate the development in the short-term, the most sensitive boundary will be to the south west, where native screen planting is proposed. It will, in future submissions, continue along the south boundary of the balancing lakes and to the east of Station Road. In the longer term the combination of maturing vegetation and development at Northstowe will satisfactorily screen the development. Some evergreen species would be welcomed.
45. The Park and Ride site will be extensively lit from 10m high columns for safety reasons. But the lighting design will be in accordance with British Standards and the recommendations of the Institute of Lighting Engineers, which recommends the use of full horizontal cut-off luminaires installed at 0° uplift to reduce sky glow and to minimise visual intrusion and light pollution. Lighting at the Cambridge Park and Ride sites have been successful in achieving this objective. The lights will be switched off outside of operational hours.
46. Planning Permission was granted on 16th October 2007 for the change of use of land south of John Henry Engineering Ltd for a goods yard, subject to, amongst others, a condition preventing development commencing until the “adjacent park and ride site is fully operational and details of the access and balancing pond, required for both the proposal and the park and ride site, and the access directly into the site, have been submitted to and approved in writing by the Local Planning Authority” The application was determined at Committee on 7th February 2007 when objections from the occupier of “Southwell” were considered. The owner/occupier of “Stanton House” was notified of the application. Vehicles using John Henry's yard are already on the B1050, but using a junction south of the former level crossing with poor visibility.
47. The location of the Park and Ride site in relation to the needs of Northstowe has already been determined as part of the planning permission. The provision of a necessary bus link to the new town in the south east corner of the site is now illustrated on the amended plans. I await the reaction of the CGB Team to the suggested extension of the central walkway as a footpath/cycleway link to Northstowe.
48. The amended scheme has increased cycle provision to covered accommodation for 100 cycles (50 in each phase).

Recommendation

49. It is recommended that condition 3(a)(vi) be discharged in regard to the design and layout for the Longstanton Park and Ride site in accordance with the amended drawings submitted by letter dated 8th November 2007 subject to agreement being reached on a timescale for the completion of the dedicated bus, foot and cycleway connection to Northstowe and the use of full cut off luminaries in accordance with the recommendations of the Institute of Lighting Engineers. The approval does not give consent to the siting and layout of a means of access to Station Road (B1050) or to the design and external appearance of landscaping and works within the area specified on drawing no. CGB-PC-D-1-089A (dated 02/11/2007) as "junction proposals to be provided in a separate submission".

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

- South Cambridgeshire Local Development Framework Northstowe Area Action Plan (adopted July 2007)
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning File Ref: C/6/9/1A
- Documents referred to in the report including appendices on the website only and reports to previous meetings

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