

South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

t: 08450 450 500
f: 01954 713149
dx: DX 729500 Cambridge 15
minicom: 01480 376743
www.scambs.gov.uk



25 March 2008

To: Chairman – Councillor PS Corney
Vice-Chairman in the Chair – 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, 2 APRIL 2008 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.

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PLANNING APPLICATIONS AND OTHER DECISION ITEMS		
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INFORMATION ITEMS

The following items are included on the agenda for information and, apart from the summaries element, are available in electronic format only (at www.scambs.gov.uk/meetings and in the Weekly Bulletin dated 30 January 2008). Should Members have any comments or questions regarding issues raised by the report, they should contact the appropriate officers prior to the meeting.

16.	Appeals against Planning Decisions and Enforcement Action Summaries of Decisions of interest attached. Contact officers: Gareth Jones, Corporate Manager (Planning and Sustainable Communities) – Tel: 01954 713155 John Koch, Appeals Manager (Special Projects) – Tel: 01954 713268	119 - 122
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“I propose that the Press and public be excluded from the meeting during the consideration of the following item number in accordance with Section 100(A) (4) of the Local Government Act 1972 on the grounds that, if present, there would be disclosure to them of exempt information as defined in paragraph of Part 1 of Schedule 12A (as amended) of the Act.”

Notes

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

Planning Committee – 2 April 2008 – 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:

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Personal / Personal and Prejudicial [delete as appropriate]

Item no: App. No. Villiage:

Reason:

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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 Committee2nd April 2008**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

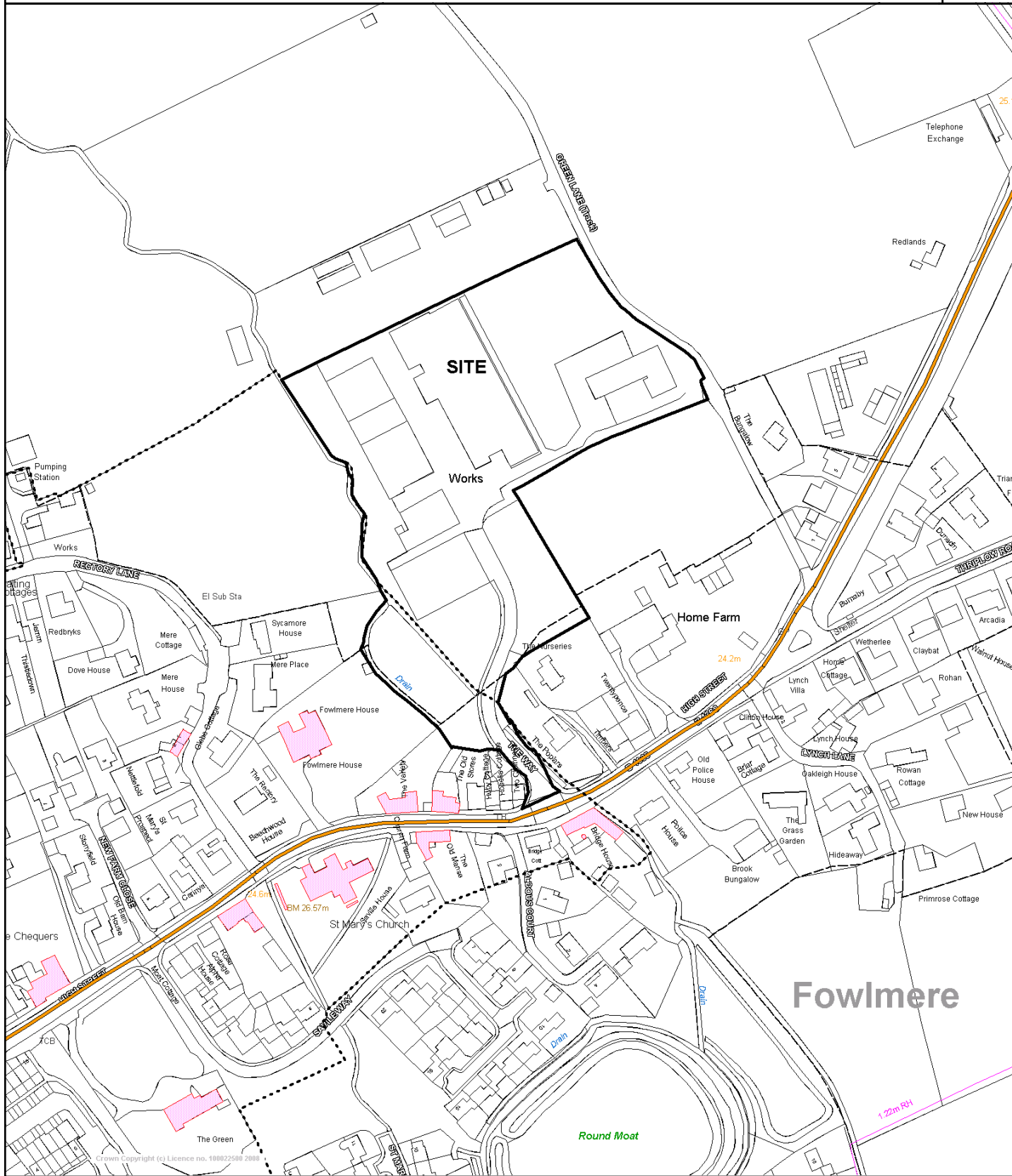
S/2287/07/F – FOWLMERE**Variation of Conditions 6 and 7 of Planning Permission S/0268/99/F to Allow Extension of Working Times, Welding Alloys Ltd, The Way, for Welding Alloys Ltd****Recommendation: Approval****Date for Determination: 7th March 2008 (Major Application)****Notes:**

This Application has been reported to the Planning Committee for determination as the officer recommendation of approval is contrary to the objections received from Fowlmere Parish Council and local residents.

Site and Proposal

1. Welding Alloys is located to the north of High Street, served by a winding access road, The Way, between residential properties in High Street. The site comprises a number of commercial buildings and is bounded by residential properties in Rectory Lane to the west.
2. The access to the site is in the Conservation Area.
3. This application, received 22nd November 2007, seeks to vary Conditions 6 and 7 of planning consent S/0268/99/F. This application relates to a building at the rear of the site on its eastern side.
4. Condition 6 relates to noise levels and currently does not set a limit for Sunday working and Condition 7 reads:
5. "No power operated machinery shall be operated on the premises before 07.00 hours on weekdays and 07.00 hours on Saturdays nor after 19.00 hours on weekdays and 13.00 hours on Saturdays (nor at any time on Sundays or Bank Holidays) unless previously agreed in writing with the Local Planning Authority in accordance with any agreed noise restrictions. (Reason – To minimise disturbance to adjoining residents).
6. The application seeks to vary condition 6 to allow a noise limit for Sunday working and to revise the wording of Condition 7 to allow the use of power operated machinery between 19.00 hours and 07.00 hours Monday to Friday and after 13.00 hours Saturdays to 07.00 hours Monday, inclusive of Sundays/Bank Holidays.
7. The application indicates that there will be no increase in overall staffing levels.

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Planning Committee April 2008

Planning History

8. There have been a number of planning applications for development of this site. This particular building relates to a 1995 consent (**Ref: S/0752/95/F**) which contains a condition restricting the hours of delivery to the site by HGV's.
9. This building was extended in 1999 by virtue of planning consent **S/0268/99/F**.

Planning Policy

South Cambridgeshire Local Development Framework 2007

10. **Policy DP/3** states that planning permission will not be granted where the proposed development would have an unacceptable adverse impact on, amongst other criteria, residential amenity, from traffic generated, or from undue environmental disturbance such as noise, lighting, vibration, odour, noxious emissions or dust.
11. **Policy ET/5** permits the expansion of existing firms within a village framework, or on previously developed sites next to or very close to village frameworks although this will not be permitted, amongst other criteria, where it consolidates a non-conforming use, or causes problems with traffic, noise, pollution or other damage to the environment.
12. **Policy NE/15** states that the District Council will seek to ensure that noise from proposed industrial use does not cause any significant increase in the background noise level of nearby existing noise sensitive property, which includes dwellings.

Consultation

13. **Fowlmere Parish Council** recommends that the application is refused. "The meeting unanimously agreed that the application is unacceptable. 21 people attended the Parish Council Planning Committee meeting on 18th December 2007 and the overwhelming opinion was that this application has gone too far: the following objections were cited.
 - a) Noise, traffic, light, waste operations for chemicals, extra changes to shift working patterns producing more movement in and out of the site of personnel and lorries.
 - b) As the factory is in the centre of a residential area, previous planning stipulations were included on the grounds of sensibility to ensure people achieved peace at a time when they are entitled to peace and also to ensure good quality of life.
 - c) Refusal is strongly recommended but should SCDC Planning Officers reach a different view, the Parish Council asks that this application is not settled by delegated powers but that the matter goes to Committee.
 - d) The Parish Council feels that if Welding Alloys is operating such a successful business the owners should seriously consider finding more suitable premises elsewhere."
14. The **Corporate Manager (Health and Environmental Services)** was initially mindful that there have not been any recent complaints relating to noise or odour from activities at these premises. However there is concern, given the close proximity of

residential dwellings, that if permission is granted for the variation of working times there is then potential for complaints.

15. It should be considered that at present, although permitted until 21.00 Monday – Friday, the premises operates during typical working hours. An increase in working hours has the potential for complaints as residents are more likely to be at home and the extended hours will be when the typical background noise levels will be at their lowest.
16. The access road to the premises passes between residential properties and there is also concern that vehicle movements late at night may cause a disturbance to residents in dwellings adjacent to this location.
17. Given the nature of the business it is believed that it is reasonable to expect that on occasions noise may be audible from the site. However variation of these conditions has the potential to adversely affect the use and enjoyment of nearby residential properties. 'Nuisance' is unacceptable interference with the personal comfort or amenity of neighbours or the nearby community.
18. Originally a recommendation of refusal was given.
19. Since that time, and following the site visit referred to in Planning Comments below, the Corporate Manager (Health and Environmental Services) has issued revised comments.

"Further to our visit of 27th February 2008 to the above, it is my subjective opinion that an extension to operating hours is unlikely to adversely affect the use and enjoyment of nearby residential properties.

All pieces of relevant machinery were operating during our visit, and if doors and windows remain closed to the premises while in use during the times requested for extension and also no movements occur from fork lift trucks/delivery vehicles, I see no reason why an extension to operating hours could not be workable.

The earth bund along the side of the premises certainly mitigates any noise from adversely affecting the isolated property (Sparrows Lodge) and no obvious noise source was problematic at the boundary fence in the car park during the visit, which was made during calm conditions with minimal vehicle noise on surrounding rounds.

Therefore, to benefit environmental services, should further comments be required, it may be prudent for the applicant to submit exact details of what machinery is to be used during the proposed extension to operating hours".

Representations

Several letters have been received objecting to the proposal.

20. The occupier of Sparrows Lodge, Green Lane to the north of the site comments that the original application correctly limited the levels and hours of operation to protect residents from noise disturbance. Sparrows Lodge is located in a direct line of site to the extract fans. The noise emitted by these fans at their lowest level is a low hum that once heard is difficult to ignore. At night time, when sounds travel much further, and in summer, when windows are open, the noise level has a significant impact on the occupants sleep and quality of life.

21. Two years ago the Environmental Health Officer was asked to look at noise levels and the situation improved and although there were occasional breaches it was at a level that was accepted. Over the past three months noise levels and duration have both started to increase and Welding Alloys were about to be contacted when notice of the planning application arrived. For a week prior to this letter the Company has been operating machinery from 5.30 to 9.30 each weekday and from 12.00 until 16.00 on Sunday.
22. From Sparrows Lodge it is also possible to hear the large delivery lorries that arrive, frequently outside of permitted hours, in the early hours of the morning or late on Sunday nights.
23. The current application would remove any control over a Company which has demonstrated little ability to operate within existing permissions.
24. Welding Alloys is applauded for the development of the business. However it is in a residential area and in a conservation area and should relocate to a local industrial area if they need to operate these hours to continue its growth.
25. The occupier of Timbers, High Street states that this type of industry, using power machinery for 24 hours 7 days a week, using shift work and increasing numbers on site to 110 should be on an industrial estate.
26. The occupier of Mere Place, Rectory Lane objects as the additional hours and workers means that local residences will have no respite from machine noises day or night, including Sundays which is unfair given Mere Place is in a conservation area. Day and night working will mean extra heavy duty lorries negotiating the narrow main street causing a danger to other users and residents. It is understood that toxic and dangerous chemicals are used in the production and are stored on the premises. In the recent past an accident occurred causing pollution and putting local residents at a health risk. Extra production will increase this likelihood.
27. The occupier of Church Farm, High Street points out that the Company operates directly behind residential areas of the village and must therefore be run with the utmost care to the safety of surrounding properties and their occupiers. However in the past 7 years there have been two major fires on the premises, both of which have involved the emission of substantial quantities of harmful smoke where residents have only been informed afterwards that they should have stayed indoors and kept doors and windows shut. No such notification was given by the Company during the fire. In the case of the second fire children walking to school were exposed to the smoke. Creating a manufacturing facility that operates 24/7 requires a higher standard of safety and operators must ensure that staff are aware enough to operate any dangerous equipment and must be relied upon to maintain safety procedures during extended operations. The Company has either demonstrated a lack of care or that by its nature its business is high risk. Either way it is not suitable to operate 24/7 in such close proximity to residential areas and increase in hours of operation is opposed.
28. The occupiers of The Poplars, High Street object stating that the factory is in a residential area and present working arrangements are a disturbance to residents. Extending the times of operation of power operated machinery would create an unacceptable noise disturbance and is why the original conditions were imposed. It would also mean that there would be shift work with an increase in transit in and out of the factory at all hours including weekends and Bank Holidays resulting in further

disturbance. The current restrictions on delivery vehicles are frequently ignored with large juggernauts arriving late evening and in the early hours of the morning including weekends. This would increase if operating hours were extended. If such hours are required the Company should relocate to a local industrial estate.

29. The occupier of The Old Stores, High Street comments that whilst the application indicates that delivery schedules would be unchanged there would be increased staff coming in and out of the premises around the clock. Currently HGVs come to the site at night which is against the agreements already in place. Residents should not, in addition, have to listen to the factory working through the night and at weekends which would contravene the Human Rights Act regarding the peaceful enjoyment of possessions.
30. The occupier of Home Farm, High Street objects as the property is already regularly disturbed by noise and light pollution. The noise of cars arriving and leaving on a car park surface of loose gravel is disruptive, particularly in the early morning and would be exacerbated if the working hours were extended. Normal daily sounds from a factory are acceptable but a period of peace and quiet in the evening and especially most of the weekend and Bank Holidays is expected. Power operated equipment can be noisy and would be especially noticeable in the night and at weekends. Noise levels are already being monitored by the Environmental Health Officer.
31. The occupier of Two Chimneys, High Street stated that she moved into the property in July 2007 having carefully considered the proximity to the application site but decided that as the Company operated during the week, while people are at work, there would be little effect from its operations. Whilst at home for a two week period the occupier became aware of the extremely high number of vehicles that enter and exit The Way, often at excessive speeds. However during the weekends road use in Fowlmere is a mix of domestic vehicles, cyclist and horse riders and high volumes of HGVs and delivery vans cannot be compatible with life in a village of this kind. The attractions that the village offers to residents and visitors will be greatly diminished should the application be granted. The roads will be unsafe. House prices will be affected as well as the use of local pubs and restaurants. The noise, disruption and constant stream of fast and noisy traffic will render nights and weekends near unbearable and moving would be an inevitable consequence should this application go ahead.
32. The occupiers of The Old Variety Shop, High Street are not happy that noise implications have been fully considered or stated. Section 5 of the application is not correctly completed as ventilation equipment will need to run out of hours and the processes in this factory involve machinery. At this time such equipment is clearly audible, especially in the summer and this is only acceptable during the working hours limitations. This is largely a residential area and the Company does not listen or respond to public concerns. There would be no consideration of the impacts after approval and the application is therefore strongly opposed. There is already a lot of noise from the gravel car park which will increase. Deliveries will happen outside of normal hours if they are working. There will be more traffic and more pollution in the form of noise and emissions and at the same time there are no positive benefits visible for the community with increased employment etc. The Company should relocate elsewhere to expand.
33. The occupiers of Bridge House, High Street are concerned that there will be an increase in noise pollution caused by heavy goods vehicles in and out at night and increased traffic noise caused by the cars of the employees at shift change times.

There is also concern about the background noise that will be created by the factory during the night.

34. The occupiers of Twenty Pence, High Street object as the proposed changes would cause unacceptable nuisance to local residents by virtue of increased noise and traffic movements. The original restrictions were imposed specifically to protect village residents from noise disturbance. Working 24/7 with noisy industrial machinery is not suitable for a rural environment. In respect of the application form there appears to be a doubling of the workforce – this should be clarified. The application states that normal working hours are 05.30 Monday – Friday, 05.00 Saturdays but this has only recently been the case and is considerably earlier than before. This already causes additional disturbance. Did this change require planning approval? Surely this application is an expansion when it is proposed to increase the workforce. For the form to say that transport is ‘not applicable’ is ludicrous unless staff are going to live on site. There will be waste produced and there is already a poor record of dealing with these issues. What will be happening during the hours of darkness? There will be fewer trained people on site to deal with hazardous materials and therefore local residents will be at greater risk.
35. The occupiers of Sycamore House object stating that there is no valid reason to vary conditions that were put in place to protect residents. These conditions are more important than ever. There is noise disturbance during summer months, when it is assumed that factory doors/windows are left open and all year round beeps from reversing lorries, unloading noises, background hum etc. At least at the moment peace can be enjoyed on Saturday afternoons and Sundays. There has been an increase in noise since last summer when there was a large clearout of trees, shrubs and undergrowth. There will be more delivery lorries on roads that are unsuitable. This change is a step too far.

Applicants Representations

36. In a letter accompanying the application Welding Alloys states that the permitted hours are currently Monday to Friday 05.30 – 21.00 and Saturday 05.00 – 12.00hrs.
- The Company’s head office at Fowlmere represents 26 subsidiaries worldwide, and as a result a great deal of development is carried out here. As the technology moves forward the Company has processes that involve pre-heating of rolls prior to hard facing and controlled cooling down. This operation can take in excess of 48 hours to complete and in the interests of both safety and quality need to be carried out under constant supervision.
37. An application is therefore being made to extend the working hours to 24 hours 7 days a week to give the flexibility the business dictates but it is anticipated that these shifts will not be worked on a regular basis.
38. To remain competitive and further develop the business it is critical to be able to move forward at pace with new technology.

Planning Comments – Key Issues

39. The key issue for Members to consider in determining this application is whether the variation of Conditions 6 and 7 of planning permission S/0268/99/F to allow for 24 hour working within the site will result in an unreasonable loss of amenity to nearby residents through noise and disturbance.

40. My assessment of this application is based on additional discussions with the applicant and a visit to the site with an Environmental Health Officer between 4.30am and 5.00am when all the equipment which the Company would have run outside the currently permitted hours was set in operation for officers to assess.
41. Having met representatives of the Company I am of the view that the application has been poorly submitted and does not reflect the detailed requirement of the applicant.
42. It would appear that what is required is to operate 2 or 3 pieces of equipment in one area of the building overnight to allow for the gradual cooling of welded pieces to prevent cracking which can result when cooling takes place too quickly. It is understood that it would involve no more than 5 or 6 people being on the site during night time hours and the door to the building would be kept shut. There would be no operation of fork lift trucks or other machinery. Other buildings on the site would not be used during this period and there would be no activity outside of this building
43. Staff would be likely to work an 8pm to 8am shift and therefore there would be no vehicular movement outside these times. The Company has confirmed that deliveries to the site would not be affected. Existing night time lighting within the site would be unaffected.
44. During the early morning visit by officers the relevant machinery was put into operation and there was no other activity on the site. Members will see from the comments of the Corporate Manager (Health and Environmental Services) that during the operations noise from the building was not audible at the boundaries of the site with noise sensitive properties.
45. I have asked the applicant to give a more detailed outline of the proposal which more accurately reflects what is proposed. It does not represent a working of the whole site for 24 hours a day, 7 days a week
46. The application seeks to allow Sunday working but in my view any relaxation of existing hours of operation of power operated machinery should relate to Mondays to Friday only. The reference to variation of Condition 6 should therefore be deleted from the application.
47. There are currently no conditions that restrict the times that workers may be on the site but hours of operation of power driven machinery are controlled.
48. I am of the view that, subject to confirmation of the proposed operations as seen and described to officers during the site visit and subject to strict conditions, including a restriction to an initial 12 month period, the use of the specified machinery could take place in this building, Mondays to Fridays without causing additional disturbance to nearby residents. That view is shared by the Corporate Manager (Health and Environmental Services)

Recommendation

49. That, subject to confirmation from the applicant on the above points, consent be approved for a 12 month period in respect of Condition 7 only and relating to Mondays to Fridays only. (Summarised and to be agreed with the Corporate Manager (Health and Environmental Services)).

Conditions

1. Temporary – 12 months
2. Restricted to specified pieces of equipment within the building only – no forklift truck operation
3. Doors and windows to be kept shut
4. Restrict number of people of site to 5/6

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

- South Cambridgeshire Local Development Framework – Development Control Policies (adopted July 2007)
- Planning Files Ref: S/2287/07/F, S/0268/99/F and S/0752/95/F

Contact Officer: Paul Sexton – Area Planning Officer
Telephone: (01954) 713255

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee2nd April 2008**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

S/0132/08/F - FULBOURN**New Access Road at Queens Farm, Wilbraham Road for Mr John Lacey****Recommendation: Refusal and Breach of Condition Notice****Date for Determination: 17th March 2008****Notes:**

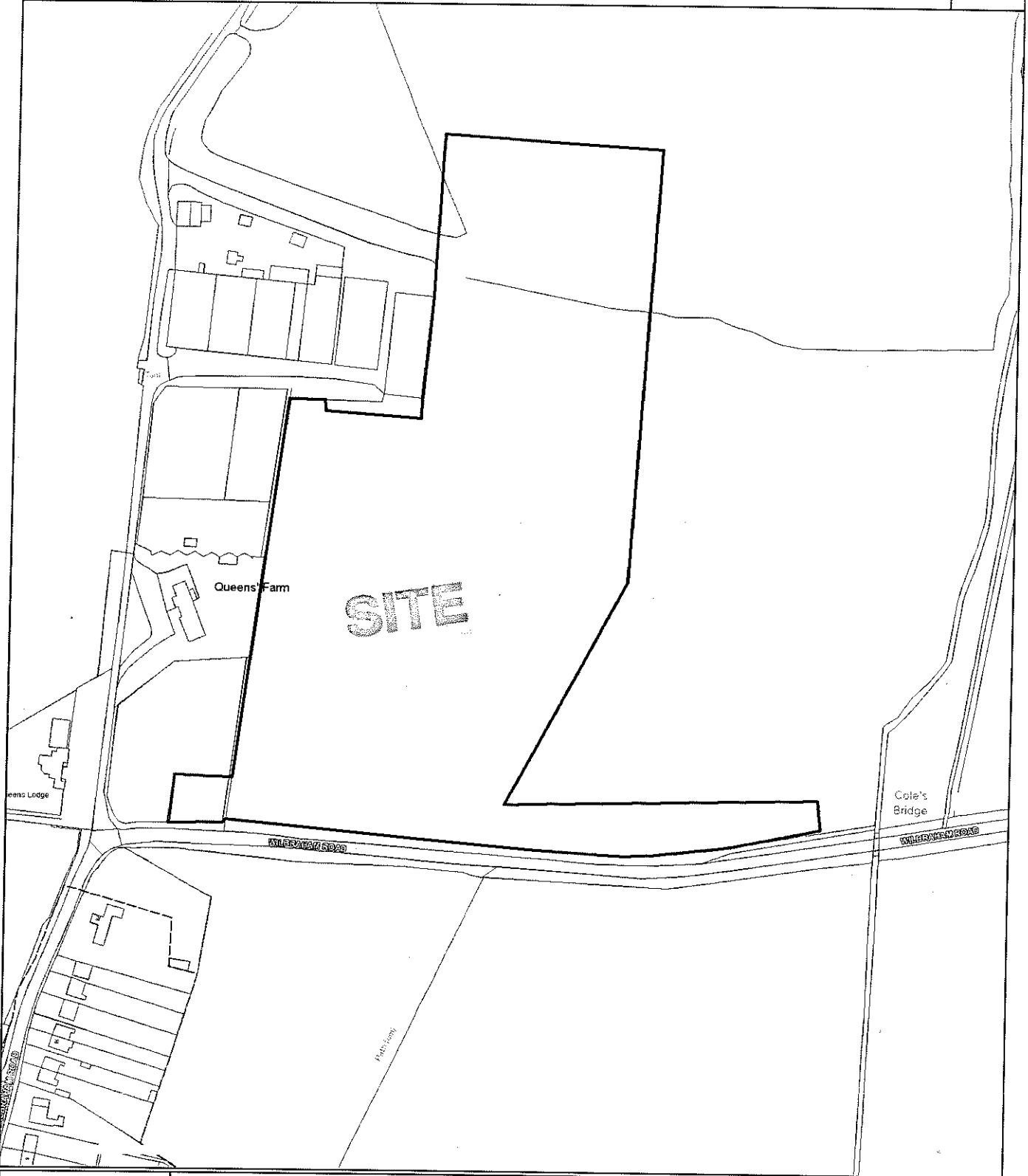
This Application has been reported to the Planning Committee for determination at the request of Local Member, Councillor Neil Scarr.

Members will visit this site on Wednesday 2nd April 2008.

Site and Proposal

1. Queens Farm lies to the north of Fulbourn within the Green Belt. It is accessed off Wilbraham Road at the point where the road turns east towards Great Wilbraham. A treed area to the east of the existing access point lies between the main farmhouse and Wilbraham Road. At the entrance to the farm drive is a relatively modern farmhouse to the west of the driveway with another farmhouse, on the eastern side, some 100 metres further on. 120 metres beyond this house is a large range of farm buildings previously used as turkey sheds, machinery workshops, machinery stores and grains stores. These buildings have been converted for commercial uses. Beyond these buildings is a well-screened car-storage compound, beyond which is another large range of farm buildings 200 metres to the north, including to the south of these a new grain store. The farm is generally flat, however the land rises towards the north-west by approximately 10 metres.
2. The application site itself is an agricultural field measuring approximately 7.35 hectares. It has a frontage to Wilbraham Road of approximately 93 metres, marked with a well-established hedgerow, planted 10-12 years ago. In the neighbouring field to the east is a track running on a north-south axis that serves as a public right of way between Fulbourn and Little Wilbraham.
3. This full application, received 21st January 2008, seeks planning permission for a new access road, approximately 340 metres long, off Wilbraham Road, approximately 80 metres east of the existing access point. A length of hedgerow to the road frontage will have to be removed. Visibility splays of 4.5 metres by 90.0 metres towards the west and 4.5m by 215 metres to the east are proposed within the highway verge. The access will be 7.3 metres wide for a distance of 30 metres back from the main road, narrowing to 3 metres wide. A passing bay is proposed approximately 100 metres from the new junction. The junction shall have 15 metre kerb radii on each side of the new junction. It is indicated that a new landscaping belt on the eastern side of the access road and new hedge to the road frontage, set back behind the

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April 2008 Planning Committee

visibility splays, will be planted. The application is accompanied by a Design and Access Statement and an Appraisal of the new access to Queens Farm.

Planning History

The farm complex

4. Two houses approved in the mid-1970s and 1997. Original barns, grain stores, workshops built in the 1950s. Turkey buildings added 1976 and 1996. The Intervention Store built 1970s with two small additions in the early 1980s.
5. Following difficulties in the turkey market, consent was granted in 2001 and 2003 to use some buildings for B1, B2 and B8 Use (light industrial, general industrial and warehousing).
6. In 2004, consent was granted to use the 1950's building for B8/storage use (ref. **S/0852/03/F**). Whilst this latter use has not yet commenced, the former turkey buildings are used by an engineering company.
7. In January 2006 a "grain store", was refused on grounds of lack of justification for the need of such a building.
8. At the April 2006 Committee (Item 37) permission was granted for a grain dryer building. This was granted on the basis that the building was also a specialist grain drying facility and not just storage and that the redundant building (the subject of this application) would be removed from agricultural use. A further permission was granted at February 2007 Committee (Item 15) for the same building but on a slightly different siting, closer to the main complex of buildings.
9. Planning application **S/0804/07/F** granted planning permission for the widening of the existing farm access off Wilbraham Road and the change of use of three buildings, total floor area 2538m², to general industrial, Use Class B2.
10. A recent application to re-clad the buildings permitted change of use under ref. **S/1154/04/F** was approved.

The access road

11. Planning permission was sought under application ref. **S/1925/05/F** for a new access at a similar point to that now proposed. This application was refused on the following grounds:
 - 1) The proposed development fails to satisfy the criteria set out in Policy GB2 of South Cambridgeshire Local Plan 2004 and is therefore defined as inappropriate development within the Green Belt. Inappropriate development is by definition harmful to the Green Belt; as such the proposal is contrary to Policy P9/2a of the Cambridgeshire and Peterborough Structure Plan 2003 and Policy GB2 of South Cambridgeshire Local Plan 2004 which states planning permission will not be granted for inappropriate development within the Green Belt unless very special circumstances can be demonstrated.
 - 2) The proposed development, by reason of the provision and scale of the new roadway, comprising a significant amount of new hardstanding and kerbing and lack of compensatory planting, will erode the open nature of this part of the

Green Belt and result in traffic movements being created in an area open to wider countryside views. The application is therefore contrary to Policy GB2 of South Cambridgeshire Local Plan 2004 which aims to protect the rural character and openness of the Green Belt.

- 3) The applicant has not demonstrated that there are any very special circumstances which clearly override the harm to the Green Belt both by reason of inappropriateness and the harm identified above. The proposal is therefore contrary to Policy GB2 of South Cambridgeshire Local Plan 2004 which states planning permission will not be granted for inappropriate development within the Green Belt unless very special circumstances can be demonstrated.

Planning Policy

Cambridgeshire and Peterborough Structure Plan 2003

12. **Policy P9/2a - Green Belt** defines the extent to which urban growth around Cambridge will be limited in order to preserve the character of Cambridge, maintain and enhance the quality of its setting, and to prevent communities merging into one another and the city. In the Green Belt development is limited to appropriate rural uses such as for agriculture.

South Cambridgeshire Local Development Framework Core Strategy 2007

13. **Policy DP/1 - Sustainable Development** states development will only be permitted where it is demonstrated that it is consistent with the principles of sustainable development, as appropriate to its location, scale and form.
14. **DP/2 Design of New Development** requires all new development to be of a high quality design and indicates the specific elements to be achieved where appropriate. It also sets out the requirements for Design and Access Statements.
15. **DP/3 Development Criteria** sets out what all new development should provide, as appropriate to its nature, scale and economic viability and clearly sets out circumstances where development will not be granted on grounds of an unacceptable adverse impact e.g. residential amenity and traffic generation.
16. **Policy GB/1 - Development in the Green Belt** states that there is a presumption against inappropriate development in the Green Belt, as defined in section 3 of Planning Policy Guidance 2 (PPG2): Green Belts.
17. **Policy GB/2 - Mitigating the Impact of Development in the Green Belt** requires appropriate development in the Green Belt to be located and designed so that it does not have an adverse effect on its rural character and openness and subject to appropriate landscaping.
18. **Policy NE/4 - Landscape Character Areas** limits development to that which respects and retains or enhances the local character and distinctiveness of the individual Landscape Character Area in which it is located.
19. **Policy NE/6 - Biodiversity** requires new developments to aim to maintain, enhance, restore or add to biodiversity. The District Council will refuse development that would have an adverse significant impact on the population or conservation status of protected species, priority species or habitat, unless the impact can be adequately mitigated by measures secured by planning conditions. Previously developed land

will not be considered to be devoid of biodiversity. The re-use of such sites must be undertaken carefully with regard to existing features of biodiversity interest. Development proposals will be expected to include measures that maintain and enhance important features whilst incorporating them within any development of the site.

20. **Policy TR/1 - Planning for More Sustainable Travel** states planning permission will not be granted for developments likely to give rise to a material increase in travel demands unless the site has a sufficient standard of accessibility to offer an appropriate choice of travel by public transport or other non-car travel modes. The amount of car parking provision in new developments should be minimised, and compatible with their location. Developments should be designed from the outset with permeable layouts to facilitate and encourage short distance trips by cycle and walking. Safe and secure cycle parking shall be provided.

Consultation

21. **Fulbourn Parish Council** recommends refusal on grounds that "...this is a substantial road in the Green Belt and would be very prominent. Both roads have hazards. The proposed road is wider than the existing highway. The existing road is on a corner but traffic has to slow down because of the corner. The proposed road is exiting onto a straight piece of road where traffic tends to be travelling quickly or accelerating".

22. **Great Wilbraham Parish Council** recommends refusal noting that:

- a) It is not convinced that road safety will be improved by this application either for the access to the site or for residents of Great Wilbraham and Fulbourn.
- b) It is worried that the new road will still result at times in vehicles waiting to enter the site from both sides, which is a reason given for needing the new access. Any vehicles waiting to access the site from Fulbourn will be hidden by the blind bend. Passing bays could be added to the current road to improve safety.
- c) HGV and HCV traffic has increased considerably recently and it is receiving numerous complaints from parishioners. The roads are being damaged, minor accidents occur and safety is compromised. Some of this traffic is undoubtedly going to the Queens Farm site. As planning permission was granted several years ago for small industrial use only, it is extremely concerned that this has already been exceeded beyond the original intention. There are several businesses operating from the site, including two engineering companies which generate the heavy traffic.
- d) It is of the opinion that the new access road would greatly change the character of the area and is unconvinced that overall the road safety for Great Wilbraham and Fulbourn residents would be improved by this application. The original reasons for refusal are still applicable.

23. **Local Highway Authority** comments:

"The visibility splay to the left on exit from the proposed new access is 90 metres, yet lies within a stretch of road on which the legal speed limit is 60 mph. This would normally produce a requirement for a 125-metre visibility splay.

However, the speed limit up to the bend to the west is 30 mph, and this speed limit is further reinforced by a tight right hand bend with severely limited forward visibility, which would act as a speed-reducing feature.

Therefore, at the point at which a driver would become aware of a vehicle exiting the proposed access, they would be moving at a speed at which they could control their speed to safely take into account the presence of the exiting vehicle.

Therefore no objection is raised to the proposed access road, subject to the following conditions being placed upon any permission that the Planning Authority is minded to grant in regard to this application: -

The proposed access road must provide a minimum carriageway width of 7.5 metres for the first 30 metres measured from the existing channel line of Wilbraham Road.

The junction entry and exit radii must be a minimum of 15 metres.

The developer must provide the vehicular visibility splays as shown on the drawings and these visibility splays must be maintained free of obstructions to visibility over 600 mm high.

Please add an informative to the effect that 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”.

24. Further clarification has been sought on the suitability of the existing access, if improved in line with recent planning permissions; subsequent comments have been received:

“It was the opinion of the Highway Authority at that time that the improvements would offset the detriment resulting from the change of use.

There have been no significant changes on the network immediately around the site to warrant a revision of that opinion, and so the works proposed then would still be seen as acceptable and suitable for purpose”.

25. **Landscape Design and Ecology Officers'** comments will be reported verbally.

Representations

26. Councillor Scarr commented:

“I would like to request that this application for an access road at Queen's Farm be considered by the Planning Committee with a site visit. I am making this request on the grounds that the present access is apparently unsatisfactory for the levels of usage associated with the industrial units at the farm, being situated on a corner. The development of alternative jobs in the industrial units is one that I have welcomed in the light of the continued loss of NHS jobs from Fulbourn (our previous largest employer), and I believe that committee at that time agreed with me. I would like committee albeit with a different make-up to evaluate the contention that the current access cannot be mended and the benefit to the community of the new industrial units, versus the presumption of harm caused by any development in the Green Belt. Not least because this is an issue which we may from time-to-time meet up with in most of our villages”.

27. A resident at 6 Stonebridge Lane, Fulbourn has commented that there are no safety reasons for this new access road at the site. Of greater concern is the access road to the site through Fulbourn village with an increased number of cars driving through the village. She queries whether a road linking Queens Farm to Teversham Road has been considered?

Planning Comments – Key Issues

28. The key issue in assessing this application is the impact upon the Green Belt, highway safety and local employment.
29. It is clear from the Local Highway Authority's comments on the scheme that it would not result in harm to the public highway if controlled by appropriate planning conditions. Notwithstanding this, the starting point in determining this application is the impact upon the Green Belt. The proposal is not required for agricultural purposes and, as such, is "inappropriate development" according to the definitions within PPG2: Green Belts.
30. Paragraph 3.15 of PPG2: Green Belts state that "the visual amenities of the Green Belt should not be injured by proposals for development within or conspicuous from the Green Belt which, although they would not prejudice the purposes of including land in Green Belts, might be visually detrimental by reason of their siting, materials or design". The proposed access would be harmful to the visual amenity of the Green Belt in that, although replacement landscaping is proposed, the need for large kerb radii, and significant widths of junction and access road will in themselves result in an erosion of the appearance and character of the rural landscape by introducing extensively engineered elements into the rural area. This would be with subsequent harm to one of the key objectives of the Cambridge Green Belt; to "maintain and enhance the quality of its setting".
31. The onus is on the applicants to demonstrate that there are very special circumstances which would outweigh the harm caused it by allowing such development. In the application it is argued that the very special circumstance is the "...considerable safety benefits that will be offered by the proposals, over and above the access agreed as part of the change of use proposals at Queens Farm". Letters from two tenants on the site, who experience difficulties at the junction of the existing access road, have been submitted with the Design and Access Statement. In light of the fact that there is an acceptable alternative, as confirmed by the Local Highway Authority, already benefiting from permission i.e. the implementation of improvements to the existing access, as required by planning conditions on the relevant permissions, it is not considered that this amounts to a very special circumstance.
32. It is noted that letters submitted with the application and by the Local Member suggest that the access is required to serve the business units, which provide valuable employment opportunities. The relevant planning permissions were granted on the basis that adequate access could be provided through the implementation of the approved access improvements. The loss of employment use is not a likely consequence of refusing this permission and would not amount to a "very special circumstance" if put forward by the applicant.
33. It is noted that the changes of use have taken place in breach of planning conditions requiring junction improvements and road widening at the existing junction. The problems currently being experienced by the occupants might best have been avoided by the applicant having simply complied with these conditions before

allowing the units to become occupied. Subject to the site survey to confirm that the access has not been improved in accordance with the planning permissions for change of use and the awaited comments of the Local Highway Authority, it is recommended that the application be refused and a Breach of Condition Notice be served.

Recommendation

34. A. Refusal.

Reasons

- 1) The proposed development fails to satisfy the criteria set out in PPG2: Green Belts for appropriate forms of development and as such fails to accord with Policy GB/1 of South Cambridgeshire Local Development Framework adopted 2007. It is therefore defined as inappropriate development within the Green Belt that by definition is harmful to the Green Belt. Planning permission will not be granted for inappropriate development within the Green Belt unless very special circumstances can be demonstrated.
 - 2) The proposed development, by reason of the provision and scale of the new roadway, comprising a significant amount of new hardstanding and kerbing, will erode the open nature of this part of the Green Belt and result in traffic movements being created in an area open to wider countryside views. The application is therefore contrary to Policy GB/1 South Cambridgeshire Local Development Framework adopted 2007, which aims to protect the rural character and openness of the Green Belt.
 - 3) The applicant has not demonstrated that there are any very special circumstances which clearly override the harm to the Green Belt both by reason of inappropriateness and the harm identified above. The proposal is therefore contrary to Policy GB/1 South Cambridgeshire Local Development Framework adopted 2007, which states planning permission will not be granted for inappropriate development within the Green Belt unless very special circumstances can be demonstrated.
35. B. That a Breach of Condition Notice be served requiring existing access road and junction improvements to be carried out in accordance with Condition 6 of Planning Permission reference S/0852/03/F.

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

- South Cambridgeshire Local Development Framework Development Control Policies (adopted July 2007)
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning File Refs: S/0852/03/F, S/0804/07/F, S/1925/05/F, S/1154/04/F and S/0132/08/F
- Documents referred to in the report including appendices on the website only and reports to previous meetings

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

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee2nd April 2008**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

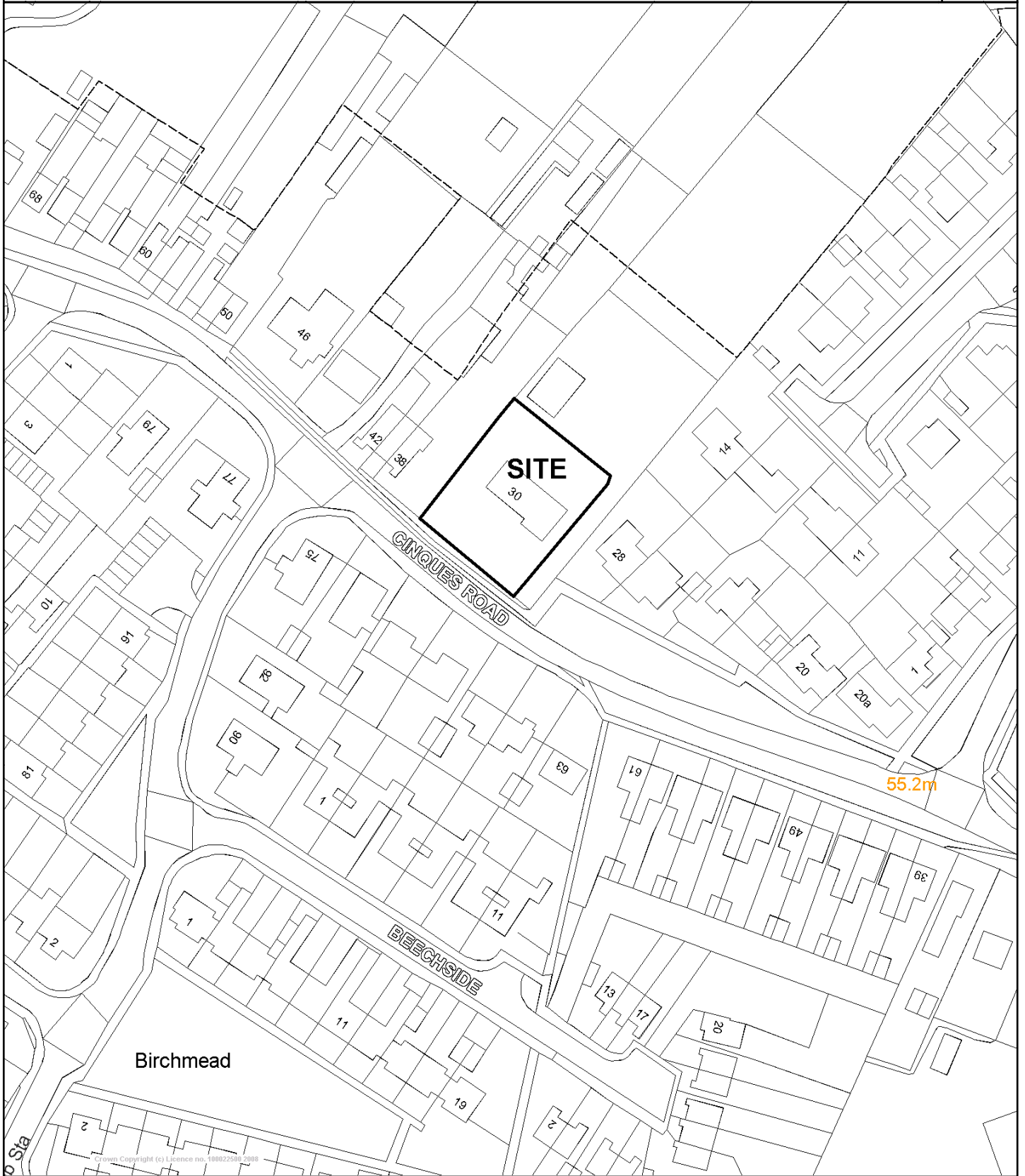
**S/0260/08/O – GAMLINGAY
4 Dwellings Following Demolition of Existing House, 30 Cinques Road
for Mr and Mrs M Walker****Recommendation: Delegated Approval****Date for Determination: 8th April 2008****Notes:**

This Application has been reported to the Planning Committee as the officer recommendation of approval without the provision of affordable housing is a departure from the Development Plan and contrary to the recommendation of Gamlingay Parish Council

Departure Application**Site and Proposal**

1. No. 30 Cinques Road is a detached dwelling facing Cinques Road on a 0.1ha plot of land, measuring 27m x 36m. The level of the existing house is raised slightly above Cinques Road with a large access in the centre of the site with a poor quality hedge along the remainder of the frontage
2. To the rear of the site is a recently constructed bungalow which occupies part of the former rear garden of No 30. An access drive to serve the bungalow is currently being constructed between the existing house and 28 Cinques Road to the south east, a bungalow.
3. To the north west of the site is a terrace of 3 houses. Opposite the site are residential properties.
4. This outline application, received on 12 February 2008, proposes the demolition of the existing house and its replacement by 2 pairs of three-bedroom dwellings. The application seeks approval of the layout and access at the outline stage. Scale, appearance and landscaping are matters reserved for later approval.
5. The site plan proposes two pairs of semi-detached houses set back from the road but slightly forward of the existing house. The left hand pair is accessed from Cinques Road whilst the right hand pair is to be accessed from the driveway currently being constructed to serve the new bungalow to the rear. Two parking spaces are provided for each dwelling within a parking area which occupies the whole of the front of the site although the layout plan shows it broken up by hedgerow planting.
6. The density is 40 dph.

S-0260-08-F



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Planning Committee April 2008

7. The application is accompanied by a Design and Access Statement. The ridge height of the proposed dwellings is given as 9.75m.

Planning History

8. The existing house has been the subject of a number of previous planning applications for alterations and extensions which are not directly relevant to the current proposal.
9. In 2006 planning consent was granted for the erection of a bungalow to the rear of 30 Cinques Road, on part of its former garden land (**Ref S/0086/06/F**).

Planning Policy

South Cambridgeshire Local Development Framework 2007

10. **Policy ST/5** identifies Gamlingay as a Minor Rural Centre where residential development and redevelopment up to a maximum indicative scheme size of 30 dwellings will be permitted within the village framework.
11. **Policy DP/1** states that 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. Amongst other criteria development should make efficient and effective use of land by giving priority to the use of brownfield sites and use of higher densities.
12. **Policy DP/2** states that all new development must be of a high quality of design and, as appropriate to the scale and nature of the development.
13. **Policy DP/3** states that planning permission will not be granted where the proposed development would have an unacceptable adverse impact on, amongst other criteria, residential amenity, from traffic generated, and on village or countryside/landscape character.
14. **Policy DP/7** states that development and redevelopment of unallocated land within village frameworks will be permitted provided that, amongst other criteria, the retention of the site in its present state does not form an essential part of the local character and development would be sensitive to the character of the location, local features of landscape, ecological or historic importance, and the amenities of neighbours.
15. **Policy HG/1** states that residential developments will make best use of the site by achieving average net densities of at least 30 dwellings per hectare unless there are exceptional local circumstances that require a different treatment. Higher average net densities of at least 40 dwellings per hectare should be achieved in more sustainable locations close to good range of existing or potential services and facilities and where there is, or there is potential for, good local public transport services.
16. **Policy HG/2** sets out the Councils policy in respect of housing mix and requires developments to contain a mix of units providing accommodation in a range of housing types, sizes and affordability to meet local needs. In developments of up to 10 dwellings, market properties should provide at least 40% of homes with 1 or 2 bedrooms and approximately 25% of homes with 3 bedrooms and approximately 25% of homes with 4 or more bedrooms.

17. **Policy HG/3** requires the provision of affordable housing in developments of two or more dwellings.
18. **Policy SF10** states that all developments will be required to contribute to the provision of outdoor playing space and informal open space to meet the additional needs generated by the development in accordance with the standards contained in Policy SF/11.

Consultation

19. **Gamlingay Parish Council** recommends approval. "Due to the timing of the application, many residents have not had the chance to assess the application, although there has been concern raised about the width of Cinques Road in this location and the existing street parking causing difficulties for passing traffic. Council has been informed of high levels of need for affordable housing and, in particular starter homes (i.e. 2 bed) from its Parish results. The request is that the site is given permission for housing with a view to it being specifically suitable for affordable housing, with parking provision on site. Councillors support the density proposals due to the size of the site.
20. The **Local Highway Authority** comments that the proposed access should be as wide as the opening in the hedge, which at 5m, is the minimum that the Highway Authority will accept. The proposed parking spaces appear to be too narrow and should be at least 2.5m wide and 5m deep. The manoeuvring space to the rear of parking spaces also appears short and should be 11m as a minimum (it currently scales at only 10m). Visibility splays should be shown and a condition attached to any consent requiring the manoeuvring area to be kept free from obstruction.

Representations

21. The occupier of 28 Cinques Road, the immediate neighbour to the south east of the site objects stating that it seems ridiculous to pull down a perfectly good home and try and squeeze four houses in its place. It is understood that there will be no garages so it will be like a Tesco car park at the front.
22. It is noted that the drive to the new bungalow to the rear of No 30 is to be used as a shared drive and there is concern that the situation on the ground is not reflected on the submitted plan in that there is a piece of land next to the drive to No 28 which the applicant does not own and the road is far from straight. The garage to No 28 is missing from the plan.
23. The occupiers of 69 Cinques Road object on the grounds of the number of cars that they will have in front of their property. It is noted that the proposed houses have no garages and only a parking space for one car for each house. As most families have 2 or 3 cars this means that cars will be parked on the road where there is already a problem. Although there is a 30mph speed limit cars travel at 50 or 60mph which is very dangerous with cars parked on the road. There is also concern about heavy vehicles during the demolition and construction period, which caused problems when the bungalow at the back was built with damage to grassed areas opposite the site.
24. There would be a loss of view if this scheme were to go ahead.
25. The occupier of 75 Cinques Road fears that the site plan is misleading as no measurements are given. The bungalow recently built behind the existing house is

very close and it is felt that 4 houses on this site would be overcrowded, whereas one or two bungalows would be far more conducive to the area. In addition the number of cars would be dangerously increased considering the bend and T-junction on this busy stretch of road.

26. The occupier of 73 Cinqes Road, opposite the site, is concerned that his bedroom windows facing the proposed development will be affected by increased noise levels from the 8 car parking spaces. The letter rehearses the concerns about additional traffic and car parking outlined above. There is concern at the disruption for at least 8 months during building work and that this will affect his rest time as he works different hours of the day and night and queries what guarantees can be given in this respect. There will be a loss of view as outlined above.

Planning Comments – Key Issues

27. The key issues to be considered with this application is whether the proposed redevelopment is out of character with the street scene, whether it would harm the amenities of the occupiers of neighbouring properties, or have an undue impact on highway safety. In addition Members need to assess whether the proposal should comply with the requirement to provide affordable housing and an open space contribution, having had regard to the officer comments on these issues.
28. The principle of the demolition of the existing dwelling and its redevelopment is acceptable. In my view the submitted site plan demonstrates that two pairs of semi-detached houses can be positioned within the site so that they will, subject to the detailed design and issues in respect of the parking layout outlined below, neither look out of character in the street scene nor have an unreasonable adverse impact on the amenity of existing properties. It is my view that the ridge height of 9.75m currently proposed is excessively high and would not aid the integration of the development in the street scene. This point has been taken up with the applicant.
29. In respect of highway safety I have passed on the comments of the Local Highway Authority to the applicant and requested revised drawings. I have also requested that the comments made by the occupier of 28 Cinqes Road are investigated to make sure that the access arrangements proposed are accurate.
30. The scheme provides for two parking spaces for each dwelling, which is in excess of the 1.5 average required by the Local Development Framework although this does allow up to a maximum of 2 spaces for dwellings of 3 or more bedrooms in poorly accessible areas. It is important that these spaces are accurately dimensioned to ensure that this area can function adequately. I share the concerns expressed by local residents about the whole of the front garden area having to be utilised for car parking but to a great extent this is set if the proposed density of 40 dph is to be achieved. Whilst there are hedgerows shown dividing up this area I am not sure how practicable these will be. The establishment of a good hedge on the front boundary will be important in order to help soften the impact of the parking area.
31. There will inevitably be some disturbance during demolition and construction works however hours of working conditions can be imposed.
32. Under Local Development Framework Policy HG/3 the site is required to make a contribution to affordable housing. In this case this would normally be one unit (as there is a net gain of 3) however the applicant states that informal negotiations with officers were begun in advance of the adoption of this policy and, whilst reference to the introduction of the policy was made, delays in dealing with informal

correspondence early in 2007 resulted in follow up advice not being given until a date whereby it was too late to submit a planning application prior to adoption of the new policies. Officers met with the applicant's agent in October 2007 when it was agreed that, having regard to the timing of the informal discussions prior to the adoption of the Local development framework 2007, officers would recommend that this application should not be subject to the requirements of PolicyHG/3. The same would apply to any open space requirement under Policy SF/10 and housing mix under Policy HG/2 as these were not raised at the informal stage. Officers advised that as a result the application would have to be considered as a departure from the development plan. However, I do not consider that the proposal represents a significant departure from the Development Plan to warrant referring the application to the Secretary of State under The Town and Country Planning (Development Plans and Consultation) (Departures) Directions 1999.

33. Notwithstanding the above, given the comments of Gamlingay Parish Council, I have asked the applicants agent to consider the possibility of a contribution to affordable housing, and will report any response. The officer recommendation however will be that the application is accepted without such contribution in this case.

Recommendation

34. Subject to the receipt of revised drawings that demonstrate a parking area and access that accords with the requirements of the Local Highway Authority and a reduction in the proposed height of the dwellings, I shall recommend that the application is approved subject to conditions.

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

- South Cambridgeshire Local Development Framework – Development Control Policies (adopted July 2007)
- Planning Files Ref: S/0260/08/O and S/0086/06/F

Contact Officer: Paul Sexton – Area Planning Officer
Telephone: (01954) 713255

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee2nd April 2008**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

S/0089/08/F - HARSTON**Dwelling – Land r/o 44 & 46 London Road for A M D Ltd****Recommendation: Delegated Approval****Date for Determination: 12th March 2008****Notes:**

This Application has been reported to the Planning Committee for determination because the Officer recommendation is contrary to the response of the Parish Council, at the request of District Councillor Mrs Lockwood, and following consideration of the application at the Chairman's Delegation meeting held on 12th March 2008

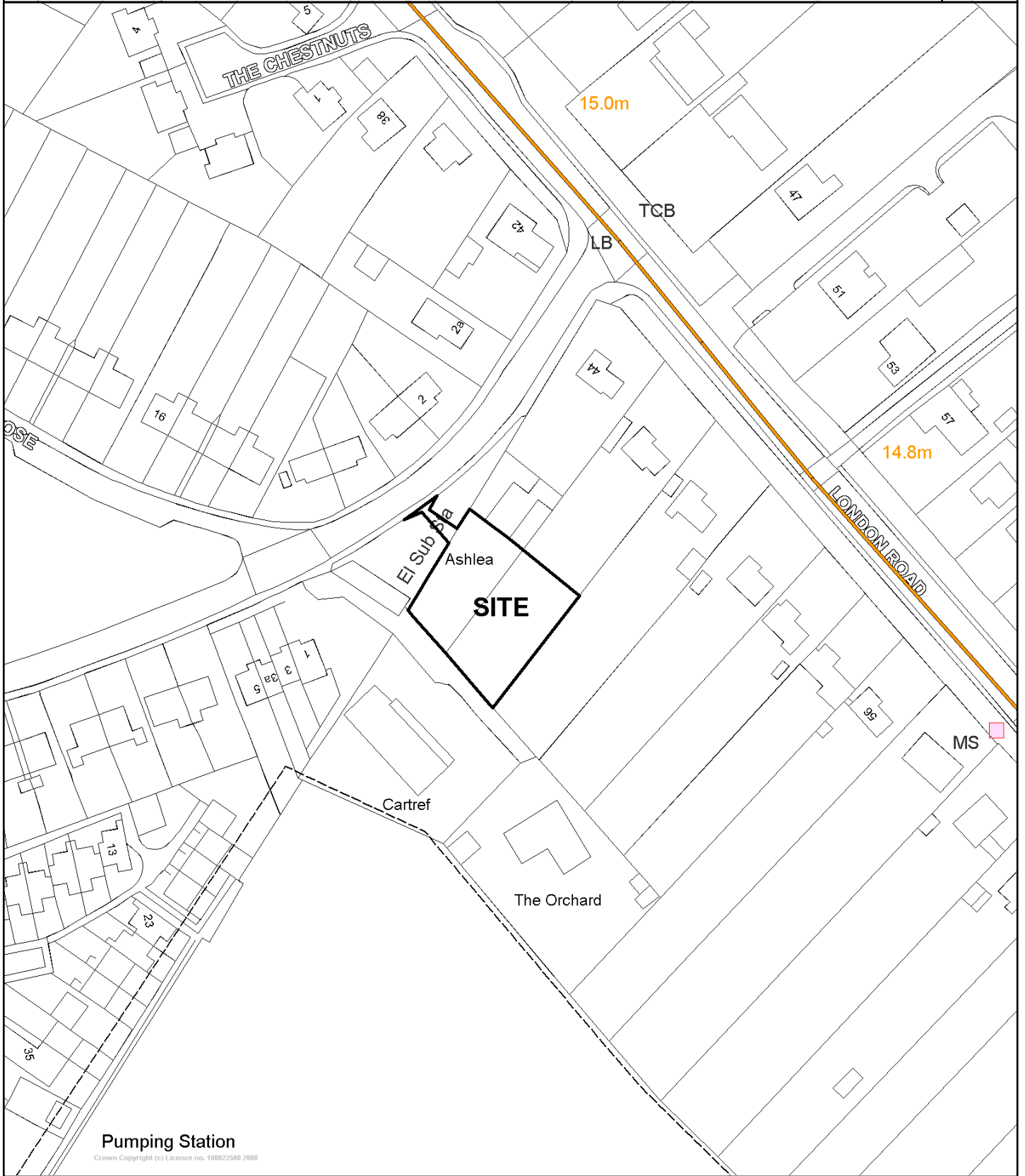
Site and Proposal

1. The 0.08 hectare application site forms part of the rear garden area to No.46 London Road and is located on the south-east side of Queens Close. Directly to the north-east of the site is 'Ashlea', a modest bungalow fronting Queens Close, and the rear garden of No.46 London Road, a two storey detached dwelling. To the south are two bungalows, known as 'Cartref' and 'The Orchard', that are accessed via a shared driveway off Queens Close (known as Orchard Way). Between the site and the road is a grassed area of land owned by this Authority which comprises a number of trees including a mature ash.
2. The full application, submitted on 16th January 2008, seeks to erect a two storey, 5-bedroom brick and slate dwelling on the site. The proposed house would be 7 metres high and would incorporate low eaves (2.5 metres high). The house would have a two storey forward projecting wing to the southern end of the front elevation whilst, at the northern end adjacent to Ashlea, the house has been designed to drop down to a lower element (5.6 metres high) comprising a garage with bedroom accommodation above. Access to the site would be off Queens Close and across the adjoining Council owned grassed area. The density of the development equates to 12 dwellings/hectare.

Planning History

3. **S/0534/06/O** – Outline planning permission granted for the erection of a chalet bungalow on the site, following consideration at the Planning Committee meeting held on 5th July 2006. Approval was given for the siting and means of access, with the design and landscaping being reserved for further consideration.
4. **S/0643/89/O** – Outline application for the erection of a dwelling on the north-western half of the site was refused but subsequently allowed at appeal, with all matters reserved. The application was then renewed under reference **S/1680/92/O**.

S-0089-08-F



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5. **S/1224/99/F** – Application for use of domestic outbuilding within garden of No.46 London Road as a gym was refused for neighbour amenity reasons.

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. 2007 Local Development Framework **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.

Consultations

11. **Harston Parish Council** recommends refusal, stating:
 1. A two storey house constitutes a material change from a bungalow, for which planning permission was granted in 2006 (PA S/0534/06).
 2. The other houses in Queens Close are bungalows and a 2 storey house would be overbearing in the context.
 3. A 2 storey house in this context would provide an unwelcome precedent for similar overbearing development to take place on nearby; however, the adjacent and nearby residents would have no objection to a bungalow.
 4. There would be loss of amenity to Ashlea House, with the upper level skylights in the southwest elevation opening directly onto a view of bedroom windows of Ashlea House.

However, if the application is approved, the Harston Parish Council would request conditions to apply, as per PA S/0534/06.

12. **The Local Highways Authority** raises no objections subject to the provision of 2m x 2m pedestrian visibility splays.

Representations

13. Letters of objection have been received from Ashlea, Cartref, No.48 London Road, and from the London Road and Queens Close Residents Association. The main points raised are:
- a) The erection of a large house in an area predominantly occupied by bungalow style houses is inappropriate and out of keeping with the character of the area;
 - b) The proposal results in overdevelopment of the site;
 - c) Development would be to the south of Ashlea and would result in a loss of light to/overshadowing of the living room;
 - d) The access/driveway is too close to Ashlea's living room window and would result in undue noise and disturbance to the residents of this neighbouring property;
 - e) The previous decision was acceptable because the proposal was for a bungalow, which was 6.7 metres high, a minimum of 6 metres from the boundary with Ashlea, and the driveway was located away from Ashlea's affected window;
 - f) The proposed first floor windows overlook the main living areas of Cartref;
 - g) Approval of the application could set a precedent for large garden developments to take place along the south eastern side of London Road;
 - h) Planning Policy Statement 3 has given new powers to Councils to prevent inappropriate developments on garden land.

Representations by District Councillor, Mrs J Lockwood

14. District Councillor Mrs Lockwood has raised objections to the proposal:

"There is a lot of strong feeling about the...planning application. It is quite a lot different from the acceptable build in the approved outline application of 2006. The siting of the house, the change in position of the driveway, and the general bulk increase are all undesirable features. I'm not sure that I agree.....that a 2 storey house (quite a bulky one, even though the roof steps up for the garage) is suitable here because.....it is surrounded on 3 sides by bungalows. It is difficult to assess the site from the drawings, as surrounding houses are not shown and the drawings, I am told, are not to a reproducible scale. The Parish Council is against it, and, when you have viewed it, if you are still inclined to approve, I think I will ask for it to go to Planning Committee rather than Chairman's Delegation. The Resident's Association would like to address the meeting."

In a further email, Councillor Lockwood commented as follows in respect of the impact of the proposal upon Ashlea:

"Their south facing extension (represented by 2 little squares on the "site layout") is on the boundary line of the properties, the windowsill 1.5m from ground level. There is said to be a "ransom" strip of 1 metre and the applicant would presumably build a fence here, the height of which would be crucial to the light allowed into Ashlea. The building itself does not present a problem of light obstruction. The change of entrance site is much to the disadvantage of Ashlea, because it is so close to the house – noise and loss of privacy. If the building were set back a little, cars could enter the site easily from the old entrance and drive to the garage....In conclusion, I would like to see the old entrance site used and a limit to the height of the boundary fence before approval is given. The problem of windows overlooking Cartref also needs assessing."

Planning Comments – Key Issues

15. The key issues to consider in the determination of this application are:
- a) Impact upon character and appearance of area;
 - b) Residential amenity.

Impact upon character of area

16. The site lies inside the village framework. Harston is identified within the Local Development Framework as a Group Village where residential development is acceptable in principle providing development is sensitive to the character of the area and the amenities of local residents, amongst other issues. There is an extant outline permission for the erection of a chalet bungalow on this site, so the principle of erecting a dwelling on the land has been established.
17. Strong concerns have been raised by Councillor Lockwood, Harston Parish Council and local residents in respect of the scale of the proposed dwelling, when compared to surrounding properties, and its subsequent impact upon the character of the area. Ashlea, to the north-east of the site, is a very modest bungalow (approximately 6 metres high). There are also bungalows to the south of the plot (Cartref and The Orchard) although these are set well back from the road and are not readily visible in the street. Situated between these bungalows and Queens Close, approximately 25 metres to the south-west of the site, is a terrace of two storey (8 – 8.5 metres high) properties, Nos. 1-5 Queens Close, whilst the remainder of Queens Close and London Road is predominantly two storey in nature. When viewed from Queens Close, the proposed dwelling will fill a gap between a single storey and two storey dwelling. The property has been designed so that it steps up from a 5.6 metre high garage at the northern end to a 7 metre high forward projecting gable at the southern end of plot. In my opinion, the design approach succeeds in bridging the gap between the bungalow to the north-east and the two storey development to the south-west, and the proposed dwelling would not therefore have a harmful impact upon the character of the area.
18. There are inaccuracies in the current plans in that the dwelling is shown as being 7 metres high in the front elevation drawing, but 7.4 metres high in the other elevations. The applicant's agent has confirmed that this is an error and that the dwelling is intended to be 7 metres high. Amended drawings are being submitted to address these inaccuracies.
19. Reference has been made to the proposed dwelling being higher and more prominent than the previously approved property. It is important to note that only the means of access to the site and the layout were approved as part of the previous permission. The elevations drawings submitted at the time (which showed a 6.7 metre high hipped roof dwelling with low eaves and accommodation in the roofspace) were for illustrative purposes only, in order to demonstrate that a 1¹/₂ storey property could be accommodated on the site.

Residential amenity

20. With regards to the impact of the proposed property upon the amenities of neighbours, the adjacent dwelling Ashlea has a lounge/dining area within its southernmost element that is served by 3 windows facing to the south-east, north-west and south-west, with the latter window being on the common boundary. There is also a south-west facing bedroom window (the only window serving this bedroom) set

around 3 metres further away from the boundary. The proposed dwelling would be sited 5 metres away from the common boundary with Ashlea and 8 metres away from the bedroom window. A light diagram has been submitted and this demonstrates that the dwelling has been sited sufficiently far away from Ashlea's bedroom and living room windows to avoid a seriously harmful impact upon the light to these windows. I am also satisfied that the proposed house would not be unduly overbearing in the outlook from these windows. The Parish Council has objected to the application on the basis that rooflights in the south-west elevation would overlook Ashlea. However, these rooflights face Cartref, and no first floor windows are proposed in the north-east side elevation looking towards Ashlea. A condition preventing the insertion of any first floor windows in this elevation at a later date should be added to any consent.

21. Concerns have been raised about the impact of the proposed access upon the amenities of occupiers of Ashlea, particularly as this bungalow has a living room window directly on the boundary. In order to address the concerns raised, the applicant is proposing to move the access 5.7 metres further to the south-west, thereby ensuring that vehicles would not drive directly past the neighbour's window and providing sufficient space for some screening between the access and the window in question.
22. Within the previous outline application, there was a requirement for the proposed dwelling to be sited 9.6 metres away from a mature ash tree situated adjacent to the front boundary of the site, and the scheme was amended to address this issue at the time. In the current application, the house is shown 5.4 metres away from the tree. I am therefore awaiting the submission of amended plans to set the dwelling a further 4.2 metres back into the site. This will improve the impact of the dwelling upon Ashlea. The applicant has agreed in writing to this revised siting.
23. With regards to the impact on Cartref, the proposed property would be some 20 metres away from the frontage of this bungalow, whilst the rooflights in the rear wing would be 27 metres away from Cartref's front elevation. I am therefore satisfied that the proposed dwelling would not result in serious harm to the amenities of occupiers of Cartref by reason of loss of outlook or overlooking. Conditions should be attached to any consent removing permitted development rights for the insertion of first floor windows in the south-western side gable and in the south-eastern rear gable in order to prevent future overlooking of Cartref and the rear garden of No.48 London Road.
24. The density of the proposed development amounts to 12 dwellings per hectare. The possibility of erecting two dwellings on the site, in order to achieve a better use of the land, was explored with the applicant's agent. However, it was considered that such an approach would result in development too close to the boundary with Ashlea and Officers therefore discouraged a proposal along these lines.

Recommendation

25. Subject to the receipt of amended plans to show the dwelling set further back into the site (9.6m back from the ash tree), to reposition the access 5.7 metres to the south-west, and correcting the inaccuracies in the current elevations drawings, delegated powers are sought to approve the application subject to the following conditions:
 1. ScA (RcA).
 2. Sc5a – Details of materials for external walls and roof of the dwelling (Rc5aii).

3. No further windows, doors or openings of any kind shall be inserted at first floor level (including in the roofspace) of the north-east elevation and at first floor level in the gables of the south-west and south east elevations unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf. (Reason – To safeguard the privacies of occupiers of adjoining properties).
4. The first floor windows in the south east elevation of the dwelling, hereby permitted, shall be fixed shut and fitted and permanently maintained with obscured glass. (Reason – To safeguard the privacies of occupiers of adjoining properties).
5. Sc60 – Boundary treatment details (Rc60).
6. Sc51 – Landscaping (Rc51).
7. Sc52 – Implementation of landscaping (Rc52).
8. Before the occupation of the dwelling, hereby permitted, the access from the existing highway shall be laid out and constructed to the satisfaction of the Local Planning Authority after consultation with the Local Highway Authority. (Reason – In the interests of highway safety).
9. Para D5a – 2.0m x 2.0m (Reason – In the interests of highway safety)
10. The permanent space to be reserved on the site for turning shall be provided before the occupation of the dwelling, hereby permitted, and thereafter maintained. (Reason – In the interests of highway safety).
11. During the period of construction no power operated machinery shall be operated on the premises before 08.00 hours on weekdays and 08.00 hours on Saturdays nor after 18.00 hours on weekdays and 13.00 hours on Saturdays (nor at any time on Sundays or Bank Holidays) unless otherwise previously agreed in writing with the Local Planning Authority in accordance with any agreed noise restrictions. (Rc26).

Informatives

General

1. Should driven pile foundations be proposed, then before works commence, a statement of the method for construction of these foundations shall be submitted and agreed by the District Environmental Health Officer so that noise and vibration can be controlled.
2. During construction there shall be no bonfires or burning of waste on site except with the prior permission of the Environmental Health Officer in accordance with best practice and existing waste management legislation.
3. The applicant is advised to consider fitting the dwelling with acoustic double glazing in windows to habitable rooms in order to minimise noise disturbance from the adjacent electricity sub-station.
4. 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.

5. 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.
6. Environment Agency standing advice regarding use of soakaways to be attached.

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/0089/08/F, S/0534/06/O, S/1680/92/O, S/0643/89/O and S/1224/99/F

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

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee2nd April 2008**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

S/0229/08/F - HISTON**Erection of a Terrace of 4 Dwellings Following the Demolition of Existing Bungalow and Garage at 1 Aingers Road for Crocus Homes Ltd****Recommendation: Delegated Approval****Date for Determination: 03/04/08****Notes:**

This Application has been reported to the Planning Committee for determination because the proposal marks a departure to Policy SF/10 of the adopted Local Development Framework 2007 and as Histon Parish Council has recommended that the application be refused, contrary to the Officers' recommendation.

Departure Application**Site and Proposal**

1. The site area comprises of a plot of land approximately 0.096 hectares, which lies within the village framework of Histon. The plot is situated at the northern edge of an existing residential area, which forms an oval development of private dwellings, which front Aingers Road, Shirley Road and Merton Road respectively. The plot at present consists of an unoccupied detached bungalow with a detached single garage. The vast majority of the site is overgrown with a variety of foliage from mature conifer trees to thick bramble hedges. There is also a mixture of empty animal and birdcages and disused building materials within the immediate garden area behind the existing dwelling. The site has an existing gated vehicular access off Aingers Road as well as a gated pedestrian access at its frontage.
2. The application site abuts various neighbouring residential curtilages of properties within Aingers Road, Shirley Road and Merton Road with a section of land to the rear of the application site owned by the applicant, which does not form part of this application. The surrounding area mostly comprises inter and post war semi-detached housing along with the odd detached bungalow and infill dwelling. There are also examples of significant extensions to several dwellings within Aingers Road, with all of the properties directly opposite the application site benefiting from off road parking. The surrounding roads within the vicinity of the site carry restricted speed limits of 30mph and the application site is within close proximity of the village centre with good links to public transport and village services.
3. This full planning application, as amended by letter and drawings received 14th March 2008, seeks the erection of a terrace of 4 dwellings following the demolition of the existing bungalow and garage on the site and the clearance of all vegetation. The terrace would front Aingers Road and comprise a mixture of one affordable unit, one two-bedroom unit, one three-bedroom unit and one four-bedroom unit. The terrace

S/0229/08/F - Histon



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Scale 1/1250 Date 12/3/2008

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April Planning Committee

would benefit from off road parking to its frontage with an average of 1.5 spaces per unit. This parking would take the form of private driveway spaces to the front of the terrace with minimal landscaping forming small front gardens. The private rear gardens of the terrace would be served via a side access with bin storage provision within easy access of the highway. Solar water heating systems in the form of solar panels to the rear south facing roof slopes are also proposed. The scheme equates to an approximate density of 39 dwellings per hectare.

Planning History

4. Planning application **S/0401/07/O** was withdrawn. This application was an outline proposal for the erection of 4 detached dwellings following the demolition of the existing bungalow and garage and sought the determination of layout and access only.

Planning Policy

South Cambridgeshire Local Development Framework (LDF) 2007:

5. **Policy ST/4 “Rural Centres”** of the South Cambridgeshire Local Development Framework (LDF) Core Strategy, adopted January 2007 acknowledges that larger villages such as Histon and Impington can accommodate development and re-development provided that adequate service, facilities and infrastructure are available or can be made available as a result of the development.
6. **Policy 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.
7. **Policy 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.
8. **Policy 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.
9. **Policy 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.
10. **Policy 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.

11. **Policy HG/1 “Housing Density”** is set at a minimum of 30dph unless there are exceptional local circumstances that require a different treatment in order to make best use of land. Higher densities of 40dph will be sought in the most sustainable locations.
12. **Policy HG/2 “Housing Mix”** sets a mix of at least 40% of homes with 1 or 2 bedrooms, approximately 25% 3 bedrooms and approximately 25% 4 or more bedrooms for housing developments of less than 10 dwellings.
13. **Policy 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.
14. **Policy 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.
15. **Policy NE/6 “Biodiversity”** aims to maintain, enhance, restore or add to biodiversity. Opportunities should be taken to achieve positive gain through the form and design of development. Where appropriate, measures may include creating, enhancing and managing wildlife habitats and natural landscape. The built environment should be viewed as an opportunity to fully integrate biodiversity within new development through innovation.
16. **Policy 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.
17. **Policy TR/1 “Planning for More Sustainable Travel”** states that planning permission will not be granted for developments likely to give rise to a material increase in travel demands unless the site has (or will attain) a sufficient standard of accessibility to offer an appropriate choice of travel by public transport or other non-car travel mode(s). Opportunities to increase integration of travel modes and accessibility to non-motorised modes by appropriate measures will be taken into consideration. The Local Transport Plan road user hierarchy will also be taken into account in the determination of planning applications to ensure adequate emphasis has been placed on the relevant modes, although no modes should be promoted to the exclusion of others.
18. **Policy “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.

The Cambridgeshire and Peterborough Structure Plan 2003:

19. **Policy P1/3 “Sustainable Design”** of the County Structure Plan requires a high standard of design and sustainability for all new development and which provides a sense of place, which responds to the local character of the built environment. This Policy is supported by Policy DP/2 of the Local Development Framework, Submission Draft 2006.

Consultations

20. **Histon Parish Council** – Recommends refusal on the grounds of over development of the site, massing, traffic and parking concerns and that the development would not be in keeping with the surrounding area. Furthermore, if the District Council is minded to recommend approval it requests that the pathway be gated and locked and that the residents’ request for the re-surfacing of the road be granted. Construction traffic should be restricted by condition for their hours of operation and their parking on the road.
21. **Landscape Design Officer** – No objection in principle, however, further detail will be required via condition for a detailed planting scheme and details of materials to the hard standing to the front parking areas and gardens. A replacement tree(s) should also be sought within the rear garden(s).
22. **Trees & Landscaping Officer** – There is a mature Willow tree in the rear garden of No.40 Shirley Road and the occupant is concerned about the impact that the development could have upon it in the future.
23. **Local Highway Authority** – “Please request that the applicant show vehicular visibility splays on the submitted drawings in addition to the pedestrian splays shown to demonstrate that the visibility splay, in accordance with the vehicular speeds measured can be provided. This plan should be sent to the Highway Authority for comment and if the following provision were provided then the Highway Authority would be satisfied that the proposal would have no significant adverse effect upon the public highway. Furthermore, two 2m x 2m visibility splays should be provided for each parking space and shown on the drawings. These splays are to be provided within the curtilage of the site, one is required on each side of each access, with a set back of 2m from the highway boundary. This area is to be kept clear of obstruction at a height above 600mm”.
24. **Housing Strategy Officer** – “We are keen to support the provision of any affordable housing contributions through S106, no matter how small and are happy with the suggestion of shared ownership tenure at this location”.
25. **Environmental Services Officer** – Comments to be expressed verbally at the Committee Meeting.
26. **Environmental Operations Officer** - Comments to be expressed verbally at the Committee Meeting.
27. **Building Control Officer** – The proposed bin storage does not meet the standard requirements.
28. **Anti-Social Behaviour Officer** - Comments to be expressed verbally at the Committee Meeting.

29. **Drainage Manager**– Proposal for disposal of surface water is through the use of soakaways. This may be successful but standard on-site testing should be undertaken and the results checked against the new impermeable areas proposed for the site. The standard surface water condition should be applied to the consent.
30. **Corporate Manager (Health and Environmental Services)** - Comments to be expressed verbally at the Committee Meeting.

Representations

31. 19 individual letters of objection from neighbouring residents have been received in total, the contents of which have been summarised below:
- a) Overdevelopment of the site;
 - b) Increased traffic pressures to surrounding roads;
 - c) Development would be out of keeping with surrounding area;
 - d) Concerns over what is to become of the enclosed land to the rear of the application site;
 - e) The OS map incorrectly shows the numbering of properties in Shirley Road;
 - f) The proposal would result in overlooking to the neighbouring properties;
 - g) Loss of security with access to the rear of the site;
 - h) Noise and disturbance through use of the side access;
 - i) Increased risk to highway users from the occupation of 4 additional dwellings;
 - j) Smell & vermin from proposed bin storage;
 - k) Traffic survey is inaccurate due to it being carried out at a non busy time;
 - l) Increased on road parking;
 - m) Loss of private amenity space for existing residents;
 - n) Dwellings would appear overbearing;
 - o) Fear of flood risk;
 - p) Additional street lighting and road re-surfacing is required;
 - q) Building work should be time restricted to minimise noise;
 - r) Lower density housing would be more acceptable;
 - s) Building envelopes would be close to neighbouring boundaries;
 - t) Loss of light to surrounding garden areas;
 - u) No visitor parking proposed;
 - v) More detail required to boundary treatments;
 - w) Means of access to neighbouring boundaries would be required during the construction process;
 - x) No consultation from the developers have taken place on this scheme;
 - y) The site contains an orchard with lots of plants, trees and wildlife, which should not be lost.

Planning Comments – Key Issues

32. This application is being brought before the Planning Committee on the grounds that the proposal marks a departure to Policy SF/10 (Public Open Space) of the Local Development Framework 2007. The applicant has undertaken pre-application advice with the area team following the previously withdrawn planning application (S/0401/07/O). Since that time Policy SF/10 has been adopted. Given that this current scheme has been designed without this policy in mind, in this case it would be unreasonable to require this. I do not consider that this represents a significant departure to warrant referring the application to the Secretary of State under The Town and Country Planning (Development Plans and Consultation) (Departures) Directions 1999.

Density

33. The proposed density of 39 dph would be in accordance with Policy HG/1 of the Local Development Framework 2007 (LDF), which seeks densities between 30 and 40 dwellings per hectare. Given that the application site is within a sustainable location with good links to public transport and that it is a short distance walk to the village centre, the density at the higher end of this policy is considered acceptable within this location. The site contains an unoccupied bungalow, which is in a state of disrepair with the remainder of the site comprising of an unmanageable overgrowth of trees and bushes. The proposal would regenerate this brown field location and given the site's narrow depth, to develop its frontage would make the best use of land.

Affordable Housing and Market Mix

34. The proposal as amended would provide 4 dwellings within a terrace. One of these dwellings would be allocated as an affordable unit, which at this stage is proposed for shared ownership tenure. This dwelling is of adequate size and the Housing Strategy Officer deems the provision of a two bedroom dwelling in this location to be very favourable in terms of housing need. This provision would adhere to Policy HG/3 for 40% of the development to be affordable, taking into consideration the net gain of three units. The remaining 3 units would provide a two, three and four bedroom unit. This mix would adhere with Policy HG/2 in that it would provide an adequate mix of housing sizes in line with the identifiable need for smaller bedroom properties within the District.

Layout and Design

35. The terrace has been designed to provide the best use of land within the narrow confines of the site whilst attempting to minimise the impact upon the surrounding neighbouring properties. The end units have lowered ridgelines (8.3m compared with 8.9m for central two units) to ensure that they appear less prominent when viewed from both the street scene and the common boundaries of the curtilages that they abut. The surrounding area mainly comprises of a mixture of inter and post war semi-detached housing. The properties on Aingers Road, which front the application site have gable ends and are rendered in part. Some of these properties have been extended at two-storey level and in part create a terracing effect to the street scene. The surrounding properties in Merton and Shirley Road comprise hipped roof semi-detached dwellings with the exception of No.45, which is a detached bungalow, much like that of the existing dwelling upon the application site. The development proposed is to be clad in timber boarded at first floor and rendered at ground floor. The south facing roof slopes would provide solar water heating systems for each unit in accordance with Policy DP/1.
36. It is my opinion that the terrace would be of a uniform coherent design with a modern contemporary finish that would not be out of character with the surrounding area. I see no reason why the development of this site should seek to mimic the surrounding properties in design given the age of the neighbouring properties. It is recognised that the terrace would create a two and half storey aspect to the street scene, which would be out of keeping. However, its form would not be considered to have a significant visual impact upon the street scene, especially considering the existing appearance of the site and that of the properties opposite. By virtue of the lower ridgelines of the end units and the positioning of the envelope of the terrace I am of the opinion that the development would not result in detrimental harm to the amenities that the surrounding properties currently enjoy. There would be no windows within the flank elevations other than those controlled by condition and the affordable

unit would be stepped forward to minimise overlooking to the rear garden No.45. The rear windows would look southwards down the site with acute angles across to the surrounding gardens. Notwithstanding this, the rear gardens to the surrounding properties are deep, with the majority of immediate amenity areas some 20m away from the application site. To the front of the site there are large garage structures within the rear gardens of No.45 Merton Road and No.42 Shirley Road both abutting the application site, further reducing the impact as a consequence.

Car and Cycle Parking

37. As stated above the application site is considered to be within a sustainable location and the provision of an average of 1.5 spaces per dwelling is acceptable, in accordance with the maximum parking standards required by Policy TR/1. It is however, recognised that there should be a provision for cycle storage of 4 cycles within the curtilage of this site. Given that there would be space to do so within the secured side access area it is felt that this provision can be achieved by condition along with the correct details for safe and secure bin storage.
38. There have been representations in relation to the side access to the site, with issues raised over security and health. The amended plans show that this area will be safe and secure and not open to public access. Details of this means of enclosure will be required by condition along with those for storage of bins and cycles.
39. Several representations have been made with regard to the need to improve the road conditions and lighting should the application be permitted. However, given the nature of this minor development and the comments of the Local Highway Authority, I do not consider it is proportionate or reasonably related to the scale of development.

Control of Development

40. Similarly, the control of the use of the public highway is unenforceable. Therefore any such condition restricting the means of construction of the development would be unreasonable. However, in light of the concerns from local residents conditions could be attached limiting the use of power driven machinery on the site as well as times when construction traffic can enter the site. This will allow control of the most sensitive hours of the day, such as early morning and late at night.

Drainage

41. The provision of soakaways for the drainage is deemed acceptable in principle. However, to ensure that this is the case a condition can be attached to ensure that testing is taken out and that the results are submitted to the Local Planning Authority for approval.

Landscaping

42. Conditions can also be imposed requesting replacement tree planting as part of a comprehensive landscaping scheme as well no dig construction to the western boundary to ensure that the root system to the neighbouring tree at No.40 Shirley Road is not compromised.

Highways

43. The plans provided show the provision for pedestrian visibility splays (2m x 2m) for the individual parking spaces for all 4 dwellings (6 spaces). This has been agreed by the Highway Authority and a condition can be attached to ensure that these splays are implemented and permanently maintained free from obstruction above the height of 600mm. The amended plans also show that the site can provide 2m x 23m vehicular visibility splays for the two centre plots, in accordance with the Manual for Streets and with the agreement of the Highway Authority. However, the two end plots cannot achieve the same distance and would only provide splays of approximately 2m x 9m. The applicant argues that due to the low speed levels recorded within the traffic survey and the very nature of this residential area that these splays would be acceptable under the guidance of the Manual for Streets, which seeks splays off 23m x 2.4m at junctions.
44. The parking bays to these units would be private driveway spaces and in my opinion would not constitute a junction, nevertheless I am told that the same standards apply, as the stopping distance for a car relates to the driver's reaction and road surface conditions, and the issue is the same; drivers need to see each other at an appropriate time in order to make a safe entry onto the road, or stop before hitting an emerging car. Notwithstanding the above, I am satisfied that the splays provided would be sufficient in terms of highway safety for this site. The comments received from the Highway Authority in relation to the amended plans showing the provision of vehicular visibility splays will be provided verbally at the Committee meeting.

Land to the rear

45. The area to the rear of the site whilst owned by the applicant does not form part of this application. There are comments within the application that this land will be offered to existing residents to extend their residential curtilages. If this development was to benefit from planning approval the rear land would not be able to be built upon due to it being land locked and could only realistically be used as private amenity space to either the existing residents or to that of the new development. This area could not be considered open space. Nevertheless the use of this piece of land is not for determination under this application and, as such, all comments with reference to this area are not material planning considerations. It would have a lawful use as residential garden land.

Recommendation

46. Approve, as amended by letter and plans date stamped 14th March 2008.

Conditions

1. SCA – RCA
2. 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) SC5(a) the materials to be used for the external walls and roofs (Rc5 (a)ii)
 - b) SC5(b) surface water drainage (RC5 (b))
 - c) SC5(d) refuse storage accommodation and cycle storage (RC5 (d))

- d) SC5(e) materials to be used for hard surfaced areas within the site including driveways and car parking areas (Rc5 (f))
3. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development and specification of all proposed trees, hedges and shrub planting, which shall include details of species, density and size of stock.
(Reason - To enhance the quality of the development and to assimilate it within the area.)
 4. 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 dwellings 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.)
 5. No further windows, doors or openings of any kind shall be inserted in the east and west elevations of the development, hereby permitted, unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf. (Reason - To safeguard the privacy of occupiers of the adjoining properties.)
 6. The first floor windows in the east and west elevations of the building, hereby development, shall be fitted and permanently maintained with obscured glass with top vent opening only. (Reason - To safeguard the privacy of occupiers of the adjoining property(s).)
 7. During the period of construction no power operated machinery shall be operated on the premises before 08.00 am on weekdays and 09.00 am on Saturdays nor after 18.00 pm on weekdays and 13.00pm on Saturdays (nor at any time on Sundays or Bank Holidays), unless otherwise previously agreed in writing with the Local Planning Authority in accordance with any agreed noise restrictions. (Reason - To minimise noise disturbance to adjoining residents.)
 8. No development shall take place until a scheme for the provision of bird and bat boxes has been submitted to and approved in writing by the Local Planning Authority; the development shall be carried out in accordance with the approved details. (Reason – To ensure ecological enhancement of the site.)
 9. The development shall not begin until a scheme for the provision of affordable housing in accordance with Policy HG/3 of the Local Development Framework Development Control Policies 2007 has been submitted to and approved in writing by the Local Planning Authority. The affordable housing shall be provided in accordance with the approved scheme. The scheme shall include:
a) the timing of the construction of the affordable housing; b) the arrangements to ensure that such provision is affordable for both initial and

subsequent occupiers of the affordable housing; and c) the occupancy criteria to be used for determining the identity of prospective and successive occupiers of the affordable housing, and the means by which such occupancy shall be enforced. (Reason: To ensure the development makes a gain for affordable housing facilities in accordance with Policy HG/3 of the South Cambridgeshire Local Development Framework 2007.)

10. The 2m x 2m pedestrian visibility splays shown on the amended plan no. 0112/07/10A shall be provided on site before any dwelling, hereby permitted, is occupied and thereafter shall be permanently maintained and kept free of obstruction to a height of 600mm. (Reason - In the interests of highway safety.)
11. Work carried out on site around the base of the Willow tree at No. 40 Shirley Road (upon the western boundary) shall consist of non-dig construction, details of which shall be submitted to and approved in writing by the Local Planning Authority prior to work commencing on site. (Reason – To ensure that the root system of the tree is not compromised.)
12. Details of the treatment of all site boundaries including the secured access to the east side pedestrian access shall be submitted to and approved in writing by the Local Planning Authority and the work completed in accordance with the approved details before any dwelling, hereby permitted, is 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.)

Informatives

1. See attached Environment Agency advice regarding soakaways.
2. Planning permission does not constitute a permission or license to a developer to carry out any works within, or disturbance of, interference with, the public highway, and that a separate permission must be sought from the Highway Authority for such works.
3. 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.
4. The developer would not 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.
5. I would suggest that you contact the Council's Landscape Design Team on 01954 713415 prior to the submission of details for all hard and soft landscaping and boundary treatment for this site.
6. 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.
7. 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.

8. In relation to Condition 9 above, this scheme might be in the form of a Section 106 agreement.

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

- South Cambridgeshire Local Development Framework 2007
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning Applications ref: S/0401/07/F and S/0229/08/F
- Department of Transport Manual for Streets (DCLG)

Contact Officer: Mike Jones- Planning Assistant
Telephone: (01954) 713253

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

2nd April 2008

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

S/0146/08/F - IMPINGTON

Residential Development of 113 Dwellings (Including 43 Affordable) On All That Land With Frontage To and North of Impington Lane for Luminus Developments

Recommendation: Delegated Refusal

Date for Determination: 29th April 2008 (Major)

Notes:

This Application has been reported to the Planning Committee as it is considered by the Development Control Manager that it should be presented to Committee for decision.

Conservation Area

Site and Proposal

1. The site, measuring 2.044 hectares (ha), is located north of Impington Lane and east of Glebe Way close to the village centre of Histon behind residential properties fronting these roads. It comprises two distinct areas. Land on the western part of the site is the southern part of a long-standing housing allocation (Impington1 in the South Cambridgeshire Local Plan, 2004). This area has been cleared and trees planted to the southern boundary where the site adjoins the rear gardens of houses to Impington Lane. The eastern part of the site comprises various commercial buildings, amongst which are two Victorian/Edwardian factories that front Impington Lane, and areas of hardstanding. The land is relatively flat. The site falls within an area of medium to high flood risk, particularly in the western area.
2. Within the site area there is relatively little by way of landscaping. A conifer hedge runs along the western edge of the site boundary with no. 37 Impington Lane. The mainly hedged boundaries with the rear gardens of properties on Impington Lane have been reinforced by recent tree planting.
3. The site currently has access for vehicles off Impington Lane to the former Unwins site. A field access to the western part of the site is available off Glebe Way.
4. This full planning application, received on 29th January 2008 seeks approval for 113 dwellings at a density of 55.28 dwellings per hectare (dph). The scheme includes the following mix of private residential units:

4 x 5-bed houses	5.97%
9 x 4 bed houses	13.43%
3 x 3 bed houses	4.47%
30 x 2 bed flats	44.77%
21 x 1 bed flats	31.34

Total 67

S-0146-08-F



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Scale 1/2500 Date 18/3/2008

Centre = 544278 E 263528 N

April 2008 Planning Committee

40.7% of the units proposed will be affordable. The mix within the affordable element is:

15 x 2 bed houses	17 x 2 bed flats	32
14 x 1 bed flats		14
Total 29	17	46

5. The proposals include conversion of one of the older commercial buildings fronting Impington Lane.
6. Within the development site there will be 125 car parking spaces, 9 of which will be for disabled persons, 103 per units (1.1 per dwelling) and 22 visitor spaces. Secured cycle parking of 1 space per dwelling is to be provided.
7. Landscaping is indicated as including the retention of existing planting where possible and additional planting, a 5-metre wide landscape buffer to the north-east boundary; open space and play area.
8. The areas of play proposed include a sunken area of equipped play space on the eastern section of the site and an area of informal open space between blocks 3 and 4 on the western area.
9. 10% of the site's energy requirements will be met through the inclusion of a biomass plant to serve two blocks of flats or a biomass plant to serve one block of flats and solar panels to all the houses. Units are to be constructed to Local Government Code for Sustainable Homes Level 3.
10. The application is accompanied by a Design Access Statement, Planning Policy Statement, proposals for the Provision of Public Art, Sustainability Statement, Renewable Report, Geoenvironmental Assessment Report, Transport Assessment, Water Conservation Statement, Affordable Housing Statement, Health Impact Assessment and Biodiversity Checklist. A statement regarding marketing of the site was submitted as part of pre-application information.

Planning History

11. Outline planning permission was sought under ref. **S/0321/05/O** residential development on this site. It included details of access, with all other matters reserved, although it was later agreed at appeal that this would be a reserved matter. In reaching a decision to dismiss the appeal, the Inspector noted two principal concerns, the unacceptable loss of employment land and whether the proposal would suffer an unacceptable level of risk from flooding.
12. On the first point the Inspector noted: "...the marketing information necessary to demonstrate that the site is inappropriate for any employment use to continue, in accordance with policy EM8, has not been provided. Consequently, I conclude that the proposal would result in an unacceptable loss of employment land" (paragraph 16).
13. On the second reason, the Inspector noted that proposals for dealing with flood risk had been tabled at the Hearing. However, he did not consider these in reaching his decision, noting that it was impossible to conclude with the necessary degree of certainty, at that time, that the site could not be developed without an unacceptable risk of flooding, particularly on the western part of site allocated for housing.

Planning Policy

Cambridgeshire and Peterborough Structure Plan 2003:

14. **Policy P1/3** - Sustainable Design in Built Development - requires a high standard of design and sustainability for all new development.
15. **Policy P6/1** - Development Related Provision - states development will only be permitted where the additional infrastructure and community requirements generated by the proposals can be secured.
16. **Policy 8/3** - Area Transport Plans – seeks the identification of transport improvements to be made over the Plan period and provide the basis for identifying transport contributions that will need to be made by developers.

South Cambridgeshire Local Development Framework 2007:

Core Strategy

17. **Policy ST/3** - Re-Using Previously Developed Land and Buildings - states making efficient use of land through the re-use of previously developed land is central to the approach to delivering sustainable development.
18. **Policy ST/4** - Rural Centres - identifies Histon and Impington and states development and redevelopment without any limit on individual scheme size will be permitted within village frameworks, provided adequate services, facilities and infrastructure are available or can be made available as a result of development.

Development Control Policies

19. **Policy DP/1** - Sustainable Development - states development will only be permitted where it is demonstrated that it is consistent with the principles of sustainable development, as appropriate to its location, scale and form.
20. **Policy DP/2** - Design of New Development - states all new development must be of high quality design and, inter alia:
 - (1) Preserve or enhance the character of the local area.
 - (2) Conserve or enhance important environmental assets of the use.
 - (3) Include variety and interest within a coherent design.
 - (4) Provide higher residential densities, and a mix of housing types including smaller homes.
 - (5) Provide high quality public spaces.
 - (6) Include high quality landscaping compatible with the scale and character of the development and its surroundings.
21. **Policy DP/3** - Development Criteria - states:

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

 - (1) Affordable housing.
 - (2) Car parking, with provision kept to a minimum.
 - (3) Safe and secure cycle parking.
 - (4) Outdoor play space.
 - (5) Safe and convenient access for all to public buildings.

- (6) Screened storage and collection of refuse, including recyclable materials.
 - (7) A design and layout that minimises opportunities for crime.
 - (8) Financial contribution towards the provision and, where appropriate, the maintenance of infrastructure, services and facilities required by the development.
 - (9) It also states planning permission will not be granted where the proposed development would have an unacceptable adverse impact, inter alia:
 - (10) Residential amenity
 - (11) From traffic generated
 - (12) On village character
 - (13) On ecological, wildlife and archaeological interests.
 - (14) On flooding and flood risk.
 - (15) On recreation or other community facilities.
22. **Policy DP/4 - Infrastructure and New Developments** - states planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. Contributions may be necessary, inter alia, for the following:
- (1) Affordable housing
 - (2) Education
 - (3) Public open space
 - (4) Community facilities
 - (5) Landscaping and biodiversity
 - (6) Arts and cultural provision
23. **Policy DP/5 - Cumulative Development** – states that development will not be permitted where it:
- (1) Forms part of a larger site where there would be a requirement for infrastructure provision if developed as a whole;
 - (2) Would result in a piecemeal, unsatisfactory form of development;
 - (3) Would prejudice development of another site adjacent or nearby.
24. **Policy DP/6 - Construction Methods** - states where practicable, development which by its nature or extent is likely to have some adverse impact upon the local environment and amenity during construction and/or is likely to generate construction waste should, inter alia:
- (1) Recycle construction waste.
 - (2) Prepare a “Resource Re-use and Recycling Scheme” to cover all waste arising during the construction.
 - (3) Be bound by a “Considerate Contractors Scheme” or similar arrangement, including restrictions on hours of noisy operations.
25. **Policy DP/7 - Development Frameworks** - states redevelopment of unallocated land and buildings within development frameworks will be permitted, provided that:
- (1) Retention of the site in its present state does not form an essential part of the local character.
 - (2) Development would be sensitive to the character of the location, local features of landscape, ecological or historic importance, and the amenities of neighbours.
 - (3) There is the necessary infrastructure capacity to support the development.
 - (4) Development would not result in the loss of a local service or facility.

26. **Policy GB/3** - Mitigating the Impact of Development Adjoining the Green Belt - requires that any adverse impact on the Green Belt must taken into account and that development on edges of settlements surrounded by Green Belt must include careful landscaping and design measures of a high quality in order to protect the purposes of the Green Belt.
27. **Policy HG/1** - Housing Density - states that residential developments will make best use of the site by achieving average net densities of at least 30 dwellings per hectare unless there are exceptional local circumstances that require a different treatment. Higher average net densities of at least 40 dwellings per hectare should be achieved in more sustainable locations close to a good range of existing or potential services and facilities and where there is, or there is potential for, good local public transport services.
28. **Policy HG/2** - Housing Mix - states residential developments will contain a mix of units providing accommodation in a range of types, sizes and affordability, to meet local needs.
29. **Policy HG/3** - Affordable Housing - states proposals for housing developments will only be permitted if they provide an agreed mix of affordable housing. The amount of affordable housing sought will be 40% or more of the dwellings for which planning permission may be given on all sites of two or more dwellings. Within individual developments, the proportion and type of affordable housing will be the subject of negotiation with applicants. Account will be taken of any particular costs associated with the development (e.g. site remediation, infrastructure provision).
30. **Policy ET/6** - Loss of Rural Employment to Non-Employment Uses – states: The conversion, change of use or re-development of existing employment sites to non-employment uses within village frameworks should be resisted unless one of the following criteria is met:
 - (a) It is demonstrated that the site is inappropriate for any employment use to continue having regard to market demand. Applications will need to be accompanied by documentary evidence that the site is not suitable or capable of being made suitable for continued employment use. Evidence would be required that the property has been adequately marketed for a period of not less than twelve months on terms that reflect the lawful use and condition of the premises; or
 - (b) The overall benefit to the community of the proposal outweighs any adverse effect on employment opportunities and the range of available employment land and premises; or
 - (c) The existing use is generating environmental problems such as noise, pollution, or unacceptable levels of traffic and any alternative employment use would continue to generate similar environmental problems.
31. **Policy SF/6** - Public Art and New Development - states in determining planning applications the District Council will encourage the provision or commissioning of publicly accessible art, craft and design works. The Policy will apply to residential developments comprising 10 or more dwellings.

32. **Policy SF/10** - Outdoor Play Space, Informal Open Space and New Developments - states all residential developments will be required to contribute towards Outdoor Playing Space (including children's play space and formal outdoor sports facilities) and Informal Open Space to meet the additional need generated by the development in accordance with the standards in **Policy SF/11**.
33. **Policy SF/11** - Open Space Standards - states the minimum standard for outdoor play space and informal open space is 2.8ha per 1000 people, comprising:
 - (1) Outdoor sport 1.6ha per 1000 people.
 - (2) Children's Playspace - 0.8ha per 1000 people.
 - (3) Informal Open Space - 0.4ha per 1000 people.
34. **Policy NE/1** - Energy Efficiency - states development will be required to demonstrate that it would achieve a high degree of measures to increase the energy efficiency of new buildings, for example through location, layout, orientation, aspect and external design.
35. **Policy NE/3** - Renewable Energy Technologies in New Development - states all development proposals greater than 10 dwellings will include technology for renewable energy to provide at least 10% of their predicted energy requirement.
36. **Policy NE/6** - Biodiversity - requires new developments to aim to maintain, enhance, restore or add to biodiversity. The District Council will refuse development that would have an adverse significant impact on the population or conservation status of protected species, priority species or habitat, unless the impact can be adequately mitigated by measures secured by planning conditions. Previously developed land will not be considered to be devoid of biodiversity. The re-use of such sites must be undertaken carefully with regard to existing features of biodiversity interest. Development proposals will be expected to include measures that maintain and enhance important features whilst incorporating them within any development of the site.
37. **Policy NE/8** - Groundwater – restricts development that will pose an unacceptable risk to the quality of the underlying groundwater from the chalk aquifer to the south and east of Cambridge.
38. **Policy NE/11** - Flood Risk - states that in relation to flood risk, applications for planning permission will be judged against national policy (currently in PPS25).
39. **Policy NE/12** - Water Conservation - Requires that development must incorporate all practicable water conservation measures. All development proposals greater than 1,000 m² or 10 dwellings will be required to submit a Water Conservation Strategy prior to the commencement of the development to demonstrate how this is to be achieved.
40. **Policy CH/2** - Archaeological Sites – requires that archaeological sites will be protected in accordance with national policy (currently PPG16).
41. **Policy CH/4** - Development Within the Curtilage or Setting of a Listed Building - seeks to restrict development that would adversely affect the curtilage or wider setting of a Listed Building and requires that proposals must provide clear illustrative and technical material to allow that impact to be properly assessed.

42. **Policy CH/5** - Conservation Areas - requires planning applications for development proposals or affecting Conservation Areas will be determined in accordance with legislative provisions and national policy (currently in PPG15) and guidance contained in specific Conservation Area Appraisals (where they exist) and the District Design Guide.
43. **Policy TR/1** - Planning for More Sustainable Travel - states planning permission will not be granted for developments likely to give rise to a material increase in travel demands unless the site has a sufficient standard of accessibility to offer an appropriate choice of travel by public transport or other non-car travel modes. The amount of car parking provision in new developments should be minimised, compatible with their location. Developments should be designed from the outset with permeable layouts to facilitate and encourage short distance trips by cycle and walking. Safe and secure cycle parking shall be provided.
44. **Policy TR/2** - Car and Cycle Parking Standards - states car parking should be provided in accordance with the Council's maximum standards, to reduce over reliance on the car and to promote more sustainable forms of transport.
45. **Policy TR/3** - Mitigating Travel Impact - requires applications for major residential development to be accompanied by a Transport Assessment.
46. **Policy TR/4** - Non-motorised Modes - states the District Council will use its planning powers by ensuring that all new developments are designed at the outset to facilitate and encourage short distance trips between home, work, schools and for leisure.

Consultation

47. **Impington Parish Council: recommend refusal commenting:**

"Introduction

Impington Council records its appreciation for the applicant in organising an exhibition regarding the application for local residents, and its efforts to publicise that event.

In addition, the Council acknowledges and supports the specific Planning Obligation proposals:

- to cascade nomination rights such that first priority will be given to indigenous villagers, their families and their dependants;
- Public Art, specifically the involvement of young people in the process;
- contribution to off-site recreation and community facilities.

Impington Council recognises that the allocation of Impington 1 establishes that the western end of the site should come forward for development, and that the aspiration of current, and previous owners has been to redevelop the previous employment area for residential use.

As such the Council accepts principle of the application, but has considered at length the detail of this particular application in making its recommendation:

Recommendation

The Parish Council recommends refusal on the following grounds:

1. **Overdevelopment**

Policy Impington 1 (Local Plan) still applies, and note 51.22 says: "Being on the edge of the Green Belt, the District Council will require a low density of development and extensive landscaping on this boundary of the site."

*Policy SP/6, in the LDF Site Specific Policies yet to be adopted, identifies a notional allocation of 57 properties (at 40/ha) for the **whole** of Impington 1. The western end comprises only **part** of Impington 1, but is developed at around 75/ha. This is excessive, in breach of Policy Impington 1, and far exceeds the allocation in Policy SP/6.*

*In note 4.2 to Policy HG/1 higher densities are expected in Northstowe and the urban extensions to Cambridge. However, this is **not** such an extension, though the average density exceeds that of Arbury Park.*

The application represents an overdevelopment of the site.

2. **Design**

The following Policies are relevant:

Policy DP/2 1. All new development must be of high quality design and, as appropriate to the scale and nature of the development, should:
f. Be compatible with its location and appropriate in terms of scale, mass, form, siting, design, proportion, materials, texture and colour in relation to the surrounding area;

POLICY GB/3 Mitigating the Impact of Development Adjoining the Green Belt

1. Where development proposals are in the vicinity of the Green Belt, account will be taken of any adverse impact on the Green Belt.

2. Development on the edges of settlements which are surrounded by the Green Belt must include careful landscaping and design measures of a high quality in order to protect the purposes of the Green Belt.

Note 3.8 However, account will also need to be taken of the impact of proposals on the adjoining Green Belt, including views from the Green Belt.

The major areas of concern are regarding the scale, massing and height of the blocks of flats, mainly on Impington 1 and adjacent to the Green Belt, and to the conservation area to the west.

The design of blocks F1-F5 is incompatible in the location, in terms of scale, height, mass and form.

They are not of sufficient quality to mark them as landmark buildings (Policy GB/3) and therefore their impact on the Green Belt and views from it is unacceptable.

Furthermore, the landscaping proposals are of inadequate quality and are sufficiently small scale that the impact on views from the Green Belt will take years to have any effect - and therefore are unacceptable.

The south facing terraces on the blocks of flats are likely to overlook rear gardens, and rear rooms/bedrooms.

Impington Lane is a typical ribbon development that has grown over time to develop a rich mix of housing styles - conventional two storeys, chalet and bungalow. Only in one area is there any repetition, and those properties are well set back from the road, and themselves at varying distances of set back.

The houses fronting Impington Lane are therefore out of style and character - both by their uniformity, bulk, and proximity to the road edge. The design quality also questionable.

Impington Council are keen to retain quality elements of the village's built heritage. The building at the west of the site entrance is such a feature. It is visible on OS maps from the 1920s, which show the eastern component (i.e. that proposed for demolition/replacement) and not the remainder (i.e. that adjacent to the "Red House").

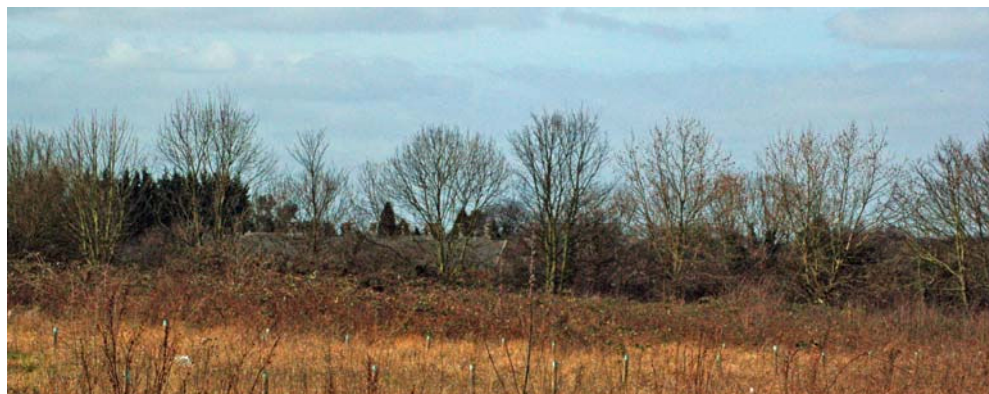
The demolition of this portion, seemingly of the same age and period as the "Red House", should be avoided if at all possible, and the Council would encourage all efforts to retain it within the scheme.

3. **Impact on Conservation Areas**

*Policy CH/5 covers planning applications in **or affecting** Conservation Areas. Furthermore:*

Para 8.14 The District Council will be looking for development to provide a level of visual interest equivalent to that of the existing buildings in the Conservation Area.

The following photograph was taken from the Impington conservation area (and next to the public road) across the Green Belt directly towards the north east corner of the proposed block F2. The trees in the background are beyond the proposed site of the development and show the impact of a four storey block adjacent to the Green Belt.



In that context, the blocks of flats will be visible for the Histon conservation area, across the tops of the existing dwellings fronting on Water Lane at the west of the proposed development. The following photograph illustrates the current arrangement. The open area affords extensive public views across the skyline above these dwellings from some 100m back from them so that the flats will be clearly visible. This view is from same half of that maximum distance.



4. Inadequate car parking

Policy TR/2 gives the adopted standard for car parking is an average of 1.5 spaces per dwelling (Development Control Policies Appendix 1).

The Cambridgeshire Design Guide for Streets and Public Realm identifies that for parking *an inadequate provision ... result in high levels of inappropriate parking to the detriment of the streetscape* and specifies both minimum and maximum levels. The minimum level for the mix of properties on this site is 158.5, still below the adopted standard (169.5).

There is clear evidence from the Arbury Park development that inadequate provision does not constrain car ownership, and that the results forecast by the Design Guide are coming to fruition.

Furthermore, looking at 2001 census data (output area 12UGHN0026) shows that car ownership in the immediate area is 1.39 vehicles per property, which would give a requirement of 157 places.

As Histon & Impington become less sustainable by reason of loss of employment opportunity, the requirement for car ownership must increase.

The proposed rate of 0.9/property plus visitor and disabled parking is therefore inadequate.

The Council is also concerned as to the distribution of parking provision between market and affordable housing.

5. Inadequate provision for cycle storage.

Structure Plan Policy P8/8 is a requirement for the provision of adequate cycle facility provision, including cycle parking.

Development Control Policies Appendix 2 para 2 states: In the villages most homes, whether existing or yet to be built, have appropriate areas such as garages where cycles can be kept securely and under cover

This development does not provide most homes with a garage.

Having underprovided car parking, with the aspiration that alternative means would be used, the provision of cycle storage at the bare minimum is unacceptable.

The Council would wish to see the standards adopted by Cambridge City Council (1 per bedroom up to 3 bedrooms) applied.

6. **Housing Mix**

Policy HG/2 In developments of more than 10 dwellings a mix of units will be sought providing a range of accommodation, including one and two bed dwellings, having regard to economic viability, the local context of the site and the need to secure a balanced community.

A proportion of new dwellings should be designed to lifetime mobility standards.

Note 4.5 It also advised that no more new homes of four or more bedrooms are required to meet identified market needs for the period to 2007.

POLICY HG/3 Affordable Housing

1. Proposals for housing developments will only be permitted if they provide an agreed mix of affordable housing, as defined in PPS3, to meet local needs.

Note 4.12 The mix in the types of affordable housing appropriate for an individual site, will be considered having regard to the nature of identified need at the time of planning permission (on a district-wide basis for the major developments, Rural Centres

Impington Council regards that the Arbury Park development explicitly meets the district-wide needs of HG/3, and given the applicant's commitment that "that first priority will be given to indigenous villagers, their families and their dependants" that the affordable housing mix should meet **local** needs.

There is no evidence that the mix of affordable housing is appropriate, and the 2002 local housing survey did not identify a significant need for 1 bedroom properties. Local evidence from the Homefield development, where 1 bedroom properties have taken an extended time to find tenants, confirms this.

The mix of affordable properties does not meet local needs, there is overprovision of 1 bed properties.

There is no evidence presented that the market housing mix is appropriate. We note para 4.5 regarding homes of 4 or more bedrooms, and question the requirements and justification for the provision of 13 such properties on the development.

7. **Traffic and highways safety**

The Council has specific safety concerns regarding substandard design of the junction:

- a) a staggered priority junction on Impington Lane, particularly the proximity of the site access and Hereward Close. This will result in potentially confusing vehicular movements in and out of the two side roads. Department for Transport (DfT) guidance eg: TA20/84; TD42/95 suggests a minimum separation of 50m is acceptable but the proposed access arrangements are far less than this.
- b) visibility splays of 70m are provided. However, on roads with a speed limit of 30mph such as Impington Lane DfT guidance recommends that

90m visibility splays be provided. The junction proposals are therefore sub-standard on this aspect too.

And also regarding pedestrian and cyclist safety:

- a) particularly given the large numbers of school pupils who walk/cycle along Impington Lane during the morning peak hour and at the end of the school day. Currently the north side of Impington Lane is a relatively safe route with no side roads that pedestrians are required to cross. The new access will introduce a significant, and wide, new side road and hence increase pedestrian / vehicular conflict. The application includes no formal provision to help pedestrians cross the new access road.
- b) The south side of Impington Lane, particularly in the vicinity of the development, has significantly substandard footways (width). Pupils being forced to use this side will therefore be at higher risk
- c) The new dwellings fronting onto Impington Lane will also include their own driveways, each with access direct onto Impington Lane introducing further potential conflicts with pedestrians. To overcome this why can the access to these properties not be provided from the rear, via the main site access?
- d) A bus stop is provided on both sides of Impington Lane close to the site access. This does not appear to have been taken into account in the design of the site access and there is concern that the interaction with buses and bus passengers is another area of conflict not fully considered.

There are a number of clear flaws in the traffic assessment, for example:

- a) The Histon & Impington Guided Bus stop, at approximately 1.3km, is well outside accepted walking distance (800m)
- b) The traffic survey was reported as having been undertaken on 24th October 2007 when:
 - it was half term, which results in a significant reduction in traffic in the Cambridge area
 - Gatehouse Road (leading from Histon towards Girton/Oakington) was closed for Guided Bus works. This prevented traffic from using the A10 rat-run routethe survey must therefore be questioned as to its validity
- c) Citi 7 operates every 10 minutes - though there is very limited spare capacity during rush hours in or out of Cambridge.
- d) To the accident tally presented should be added a fatal accident at the B1049 junction (June 2007) and a slight accident at the Hereward Close junction (September 2007).
- e) If New Road is to be used (as it is by many) as a route to the B1049/A14 then the accidents on that route, including a severe (near fatal) accident at the New Road/B1049 junction should be noted.

- f) It should also be noted that the B1049 is in the top quartile of B roads in Cambridgeshire for its accident record.

The Council believes that some aspects of these problems can be mitigated, and propose condition 5.

However, the Council has major concerns, particularly if more realistic trip generation rates are applied, that the impact will be above the 5% level at which further measures should be applied. The increases (7.12) identified of 7.1% and 11.1% are significant.

8. Flooding and the management of floodwater in the surrounding area

Impington Council is unable to fully assess the proposals.

However, the Council remains sceptical about the treatment of flooding in general, particularly over 100 year events that appear to be happening frequently.

There is real concern that the obligations in PPS25 to reduce flood risk overall have been met, and what the impact on neighbouring properties would be.

9. The loss of employment

Relevant policies:

ET/d To reduce commuting distances and the need to travel, particularly by car, by bringing home and workplace closer together, and by encouraging employment opportunities in accessible locations, or accessible by sustainable modes of travel.

ET/6 Para 5.17 Employment sites within village frameworks are a scarce resource, which should be retained.

Relevant application: S/1017/06/F - change of use to B1(C) and B8

The total loss of employment at the site further erodes the sustainability of Impington and Histon. As the policies say, employment sites are a scarce resource which should be retained.

Furthermore, the application for Mereway Farm demonstrated a clear need for business use in the northern fringe. If there is a clear need, there is a clear need, and the site should be retained, or at least some provision made for employment use.

10. Implications regarding Impington 1

The application only covers part of Impington 1, but nevertheless severely impacts the possibility of bringing the remainder forward for effective development given the mass and height of the blocks of flats.

Other points for concern

The obligations for renewable energy appear to be being met by the "biomass unit". However, there are no details offered, and the applicant suggested that this may be replaced by some alternative solution.

Impington Council would wish to be consulted on the formal proposals for a more eco-friendly solution, and the active Climate Change group (HICCA) in the community would also wish to be involved.

There are real concerns about delivery of biomass/removal of waste (which should be conditioned to be outside of peak hours); possible pollution/impact on air quality etc.

Conditions

Should the Council be minded to approve the application, Impington Parish Council would ask that the following conditions be applied:

1. All construction traffic to and from the site be restricted to accessing Impington Lane from the B1049 junction. No such traffic to use Burgoynes Road/Clay Close Lane/Milton Road, or New Road
Reason: Burgoynes Road/Clay Close Lane are narrow, have tight bends, and no footpaths. They are unsuitable for heavy traffic.

New Road is the site of IVC and has student pedestrian traffic much of the day.
2. All construction traffic is restricted from entering or leaving site between 7:30 and 9:00 in the morning peak, and 15:00 and 16:30 in the afternoon.
Reason: to avoid pedestrian and cyclist conflict, especially schoolchildren.
3. A contribution for improvement to the Public Drain draining the site, particularly where it passes under the B1049, as proposed in the Planning Obligations Paper, item 3:
Reason: Where the drain passes under the B1049 is a choke point which therefore limits the capacity of the drain to deal with flooding events.
4. The developer enter into a section 106 agreement with the Parish Council:
 - a. The Council's reason legal bills to be met;
 - b. A contribution made towards the development of offsite recreation and open space facilities - at the level of the previous application, indexed appropriately;
 - c. A contribution made towards the development of community facilities, specifically for youth work and a community meeting
Reason: To contribute to meeting the reasonable expectations of new residents for such facilities, and provide the necessary off site public open space.
5. Highways
 - a) Vehicular access to the properties facing Impington Lane should be from the rear
 - b) The footway on the south side of Impington Lane should be widened (together with whatever necessary alterations are necessary to the north side to maintain road width)
 - c) A bus bay be provided
 - d) The access road junction be redesigned to improve pedestrian safety, including some formal pedestrian crossing feature
Reason: To improve safety for pedestrians, particularly school pupils using this route.
6. Landscaping on the site and landscape buffers to be comprised of more mature specimens, and to include an extension of the 5m buffer zone to include the North Western section which abuts the remaining portion of Impington 1.
Reason: To shorten the timescale whereby this will provide a natural screen to the development and Green Belt/Conservation areas.

7. Provision of additional safety measures/a pedestrian crossing over the B1049.
Reason: The pedestrian access via Glebe Way presents a conflict with existing vehicular ROW to adjacent houses. It also channels residents towards an unsafe crossing point.
 8. Retention of trees and hedges to the front of the site.
Reason: To retain consistency with treatment elsewhere on the northern side of Impington Lane, to retain mature trees.
 9. Provision of a full Archaeological and Heritage Report
Reason: This should include a detailed examination of the situation of the iconic building facing Impington Lane which the developers propose to demolish, as well as the examination of the full history of the site.
 10. Provision of a full Ecological and Environmental Report
Reason: there is no firm commitment to the Biomass option from the developers and the implications have not been identified. Also the proposal makes no mention of means of reducing water usage.
 11. Provision of a full Policing/Safety Report
48. **Histon Parish Council** – recommend refusal and provide the following comments:

“Histon And Impington are regarded as one settlement for planning purposes. This application has been dealt with by Impington Parish Council, as the proposed development is situated in Impington. Residents from both villages attended Impington Parish Council’s planning meeting at which this application was reviewed and the exhibition laid on by the developers. We therefore fully support the Impington Parish Council detailed response put together as a result of these consultations.

In addition, as the affect of this development will fall as much on Histon, as Impington, we would like draw to your attention to the following major potentially adverse issues we have with this development:

Flooding

The development is proposed on a flood risk area and we can see little in mitigation to prevent the system operating beyond its capacity. It is already accepted that drainage is a major infrastructure issue in the villages. Histon and Impington Parish Councils have placed on record with the District Council documentary evidence of the impact of flooding on the villages over the last decade that appear to be at odds with the “three in a hundred years” scenarios proffered by the Environment Agency and the Developers. Removing further areas of soil that can absorb water and replacing it with concrete only exacerbates the problem and at best, probably moves it westwards into Histon.

Traffic

The increased traffic on Impington Lane that will be caused by this development gives us grave concerns As a major route to and from our junior and senior schools, the applicant does nothing to enhance his credibility by trying to equate the old commercial site movements with the traffic generated by 113 dwellings. Former employees of the previous owners; Unwins Seeds, question the (high) volume of vehicle movements suggested in evidence. The traffic “survey” carried out seems to unfortunately have taken place during the half term holidays. No account is taken of rat run traffic between Girton/Oakington and Milton along Impington Lane, as Gatehouse Lane , which takes the Girton/Oakington/bar Hill traffic , was also closed

at the time by the County Council Highways Department. No account is also taken of the expected increase of traffic once the Park and Ride system in Butt's Lane becomes operational.

Alternative forms of transport?

The Guided Bus station is outside walking distance. The City7 service runs at ten minute intervals during the day and is normally full at peak times through the village. In returning from Cambridge, the 5pm to 5.30pm buses are normally standing room only. The service, running at these levels has little room for expansion, especially as they and the new guided bus system has to traverse the already overloaded Histon Road. When the Guided Bus service starts the Citi7 will take even longer, as it has to wait for traffic queuing on the B1049 and also for the amount of time Station Road will be closed at Histon Station to allow the Guided Bus peak traffic to cross.

The B1049 is already at capacity at peak times. Thus, as the A14 "rat run" /traffic calming measures showed when introduced a couple of years ago, you can move traffic inter and intra the local villages but it does not reduce the total volume that flows. Like water, it finds the path of least resistance.

The County Council traffic light engineers spent months fiddling with the traffic lights sequence at the Green and finally admitted that they cannot be modified any further to alleviate congestion. As a consequence, any extra traffic generated will probably have to go down New Road past the Village College to join the traffic queues on the B1049 closer to the A14 junction. This then just lengthens the traffic queues and brings back into play the old rat run routes through the villages.

Parking is an issue as it is disingenuous to suggest that residents who do try and use public transport will not also have cars. Where will this parking take place? Like it does now in most village cul-de-sacs and narrow streets: half on the pavements or blocking the free passage of other vehicles around the site or the village.

Finally the proposed junction, between the development and Impington Lane and its proximity to the present junction at Hereward Close will create another "offset junction". The already known hazards of this type of junction will be added to by the narrowness of the pavement opposite and its use as a major school thoroughfare.

Design/Density

The proximity of the development to the edge of the village does not provide a natural gradation. The introduction of four storey blocks of flats will, despite artistic attempts to show differently, dominate the skyline, the view from Impington Lane and the conservation area at the centre of the villages. The density is more suited to an urban development which is not in keeping with our rural centre designation. The principal objection is the design of the blocks of flats which are in height and general design entirely out of keeping with a village environment.

Open Space

The village is already well under the open space requirements specified by the District Council for communities in its LDF. This development does nothing to alleviate this.

Infrastructure

Villages designated as Rural Centres have to have the necessary infrastructure in place to cater for their status. This development provides little relief to the deficits already in place and is in fact likely to increase the pressure on particular areas such as transport and drainage.

Conclusions

In conclusion, we think this proposed development with a density of 55 dwellings per hectare, whilst maybe suited to an urban environment, does not sit comfortably within the rural environment currently enjoyed by the villages of Histon and Impington.

Planning Conditions

The planning conditions listed by Impington Parish Council are noted and supported”.

Consultation

49. **Environment Agency** has commented on flooding and contamination:

Flooding

It objects to the proposal on grounds that “the Flood Risk Assessment dated November 2007 ref STR/660521/002/SMT is unacceptable. It does not demonstrate the flood compensation can be achieved on a level for level volume for volume basis. Therefore the development on the floodplain could lead to increased flooding elsewhere. The proposed surface water disposal details are unacceptable.

Flood compensation:

It is paramount that the FRA shows the full level for level volume for volume calculations with drawings. It also needs to show a final technical drawing of the flood compensation areas on the east and west with swale locations with required proposed ground levels required in order for the compensation system to work.

Surface water details:

Surface water calculations must be based on the Greenfield runoff rate and prorated for the new impermeable areas. Flow control structures and storage volumes and the location and type of surface water balancing facilities need to be fully detailed within the FRA. The design of the surface water balancing system must consider the fluvial flooding aspect.

S106:

The swales and flood compensation areas **MUST** be protected from future development and ground level changes which would prevent flood water moving across the site. We suggest these details are placed within the heads of terms within a section 106.

Any culverting or works affecting the flow of a watercourse requires the prior written Consent of the Environment Agency under the terms of the Land Drainage Act 1991/Water Resources Act 1991. The Environment Agency seeks to avoid culverting, and its Consent for such works will not normally be granted except as a means of access.

Until it is demonstrated that the new flood compensation volumes are achievable and can work for the lifetime of the development and surface water runoff details are satisfactory we will maintain our objection to this development”.

Contamination

It requires a condition that prior to the development commencing a scheme to deal with the risks of contamination of the site shall be submitted to and approved by the local planning authority as there is a risk to the water environment and the information supplied is insufficient to be able to assess the risk to controlled waters. If any contamination is found a remediation strategy will then also be required and implemented in order to prevent increased risk of pollution of the water environment.

50. **Local Highway Authority** recommend refusal commenting:

“The developer’s transport assessment correctly identifies that a mini roundabout is inappropriate as a junction to serve the development. Provision of such a junction no longer complies with current national design standards.

A junction can be formed with adequate visibility as shown in the application; however, the junction is too narrow and requires heavy vehicles to mount the footway in order to access the site. This is unacceptable in regard to highway safety, as a pedestrian wishing to cross the junction mouth would be endangered. Therefore refusal is recommended by the Highway Authority on grounds of highway safety.

The internal layout, whilst not being offered for adoption, presents an intimidating and dangerous pedestrian environment. Carriageways and footways are narrow footways are intermittent and often on the opposite side of the carriageways to residential units, and therefore inappropriately positioned.

Carriageways are too narrow and provide little opportunity for two vehicles to pass if a pedestrian is present.

The space at junctions is too constrained to allow larger vehicles to manoeuvre easily, again to the detriment of the pedestrian environment.

Car parking is provided at a level of less than 1 space per dwelling. This will further exacerbate the situation, as it will encourage inappropriate car parking within the development, obstructing pedestrian and vehicular flow further.

In several locations insufficient space is provided to turn a vehicle to enter and leave parking spaces.

The metalled surface of the footway/cycleway link is insufficient for a bicycle and a pedestrian to pass.

The allocation of what parking there is biased towards the market housing, which could lead to issues of social exclusion for occupants of the affordable units.

NCATP payments are triggered by the proposal, and these will be calculated separately and further advice given”.

51. **Highway Agency** has placed holding direction under Article 14 of the Town and Country Planning (General Development Procedure) Order 1995 as it considers that the proposal could have a detrimental impact on the A14. It requires further assessment of the impact of development traffic. It has provided further clarification of its requirements which are:

- (1) An explanation of the NCATP / TRICS methodology;
- (2) Justification of the relatively low trip rate adopted;
- (3) An assessment of the impact of the development on the B1049 and Histon interchange (percentage increased as minimum); and
- (4) A comprehensive travel plan for the site.

52. **Cambridgeshire Fire and Rescue Service** requires a scheme for the provision of fire hydrants by way of section 106 or planning conditions and access and facilities for the fire service in accordance with Building Regulations Document B5, Section 16.

53. **Cambridgeshire Archaeology** requires an archaeological evaluation prior to the granting of planning permission in order to make an informed decision as to whether any planning consent will need to include provision for the recording and preservation of important archaeological remains in situ.
54. **Internal Drainage Board** – no comment received. Members will be updated verbally or by way of a written addendum to this report.
55. **Cambridgeshire County Council (Education)** requires a contribution of £195,000 towards the provision of 5 primary school places due to a shortfall in places locally.
56. **Urban Design Officer** - no comment received. Members will be updated verbally or by way of a written addendum to this report.
57. **Trees and Landscape Officer** – notes that a robust landscaping scheme for the site is required.
58. **Landscape Design Officer** – comments that: “The density of the development is well above that of the surrounding area. However there is a reasonable landscape buffer around the site and the adjacent properties either have relatively long gardens or the land is undeveloped. The landscape proposals seem sympathetic and the creation of circular walks around the site is to be applauded, allowing both formal and informal spaces to be developed. I look forward to seeing more detailed landscape plans in due course”.
59. **Ecology Officer** – no comment received. Members will be updated verbally or by way of a written addendum to this report.
60. **Corporate Manager (Health and Environmental Services)** – makes recommendations to address issues of noise during construction, including hours for the use of power operated and pile driven foundations. A condition requiring an assessment of land contamination has also been requested.
61. **Housing Development Officer** – no comment received. Members will be updated verbally or by way of a written addendum to this report.
62. **Drainage Manager** – no comment received. Members will be updated verbally or by way of a written addendum to this report.
63. **Building Control Officer** – no comment received. Members will be updated verbally or by way of a written addendum to this report.
64. **Sustainability Officer** – no comment received. Members will be updated verbally or by way of a written addendum to this report.
65. **Arts Development Officer** – no comment received. Members will be updated verbally or by way of a written addendum to this report.
66. **Anglian Water** has commented that it is keen to support the spatial planning process across the region and suggests specific comments
67. **Police Architectural Liaison Officer** – no comment received. Members will be updated verbally or by way of a written addendum to this report.

Representations

68. James Paice MP has written commenting: "I do think it is important that the site is not overdeveloped and the idea of four storey properties in a village setting like Impington does seem to me to be immensely out of place".
69. 59 letters of objection have been received from local residents. The issues raised are summarised below:

Car parking and access issues

- (a) Need for another access to serve the development from off Ambrose Way to Glebe Way (B1049);
- (b) Impact on safer routes to school and subsequent safety of children;
- (c) Insufficient visibility splays on Impington Lane – only 70m shown rather than recommended 90m;
- (d) Lack of formal pedestrian crossing;
- (e) Need to assess the capacity of existing junctions to take further traffic;
- (f) Increased noise and pollution resulting from extra traffic;
- (g) Increased traffic in Impington Lane which is already heavily congested at peak times, with queues back to New Road. Residents frequently are blocked in, especially if there is a problem on the A14 and due to increased use by HGVs due to the increased use of satnav;
- (h) The traffic assessment does not take into account new development i.e. the Milton Park and Ride and Mereway Business Park at Butt Lane;
- (i) Traffic assessment is inaccurate in that it does not acknowledge that there are frequent minor and serious accidents (including a recent fatality) at the junction of Impington Lane and the B1049. There is a need to get accurate records from the police / local transport department;
- (j) The traffic counts should include the large numbers of pedestrians and cyclists, and school buses using Impington Lane;
- (k) Traffic surveys were carried out during school holidays and compared the former commercial traffic at the wrong times i.e. residential traffic is during peak times whereas commercial traffic will be spread more across the day;
- (l) Impact on the timing /capacity of the traffic lights at Glebe Way;
- (m) Access is too close to the Herewood Close junction, creating additional confusion for all highway users;
- (n) Car parking is well below the SCDC standard with likely consequence of on street parking in Impington Lane;
- (o) Bollards could be used in the development to halve the traffic onto Impington Lane if an access via Ambrose Way to Glebe Way were provided;

- (p) The Glebe Way access is not wide enough for the car users that currently use it and pedestrians;
- (q) The use of bus services is unrealistic, e.g. to get to Addenbrookes due to journey times;
- (r) The Guided Busway is not a realistic option for most residents, as the nearest stop will be a mile away from the site;
- (s) Speed of vehicles on Impington Lane is already an issue;
- (t) Paths must be safe for cyclists and pedestrians if traffic is to increase significantly;
- (u) The position of the existing bus stop restricts visibility at the site entrance; and
- (v) Insufficient covered cycle parking.

Layout and design

- (a) Landscaping to Glebe Way will result in a loss of light to gardens, and potentially harm underground service and garage foundations;
- (b) Overlooking of properties on Glebe Way;
- (c) Noise, litter, loss of privacy, light pollution and health and safety issues resulting from proposed footway link to Glebe Way;
- (d) Insufficient refuse storage;
- (e) Recently planted trees are too close to rear boundaries and will only provide screening in summer, as they are deciduous;
- (f) It was anticipated that the site would be developed along the lines of Ambrose Way;
- (g) The conversions (type B) are acceptable;
- (h) Lack of open green space;
- (i) Need for family homes rather than flats;
- (j) The design is more in keeping with business premises;
- (k) Balconies provide unrestricted views over gardens, creating a “goldfish bowl effect”;
- (l) Covenants restrict boundary treatments between Impington Lane properties and the Unwins site e.g. chain mail is not permitted;
- (m) Plans give an incorrect impression, as the flats will seem closer to Impington Lane than shown;
- (n) Timber cladding is likely to look cheap and eventually be replaced by upvc;
- (o) There is an attractive frontage to Impington Lane and trees should be protected;

- (p) Flats are more appropriate to the city than a village setting; these are ugly, will dominate the sky line, are out of character and imposing;
- (q) Failure to utilise more of the existing buildings – loss of local heritage e.g. buildings on eastern part of site;
- (r) Failure to respond to local vernacular to create something of visual benefit to the whole community;
- (s) Dwellings fronting Impington Lane lack the variety and visual interest of existing development and present a homogenous appearance;
- (t) The layout does not reflect the usual pattern of decreasing density towards village edge. This scheme is the total reverse of this;
- (u) The need for so many 1 bedroom flats is questioned;
- (v) Terraces will face down gardens;
- (w) Trees won't grow high enough to screen the development;
- (x) The scheme should be decreased from 4 storeys to 2 storey with gardens backing onto gardens;
- (y) The density will impact on the adjacent Green Belt and is out of keeping with the area;
- (z) The site is unsuitable for 3-4 storey flats as these will be out of keeping, impact on the Conservation Area and Listed Buildings; are visually intrusive; result in overlooking and loss of privacy, will result in noise and light pollution, mainly face bungalows on Impington Lane;
- (aa) Designs should be more akin to the edge of city developments at Ely i.e. sympathetic;
- (bb) Designs are bland, ugly and totally out of keeping;
- (cc) Lack of adequate screening to Green Belt and the village edge;
- (dd) Flats are sited so that they will overlook each other; and
- (ee) Density exceeds that of Arbury.

Flooding

- (a) Frequent / annual local floods;
- (b) The western area is in the flood plain and should be used as open space instead of having the highest density development there;
- (c) Lack of adequate assessment of alleviation measures and local drainage infrastructure;
- (d) Need to apply the PPS25 sequential test;

- (e) Queries as to who will be responsible for the maintenance of drains;
- (f) The drainage system locally is ageing and not designed for this level of growth. There is a need to disperse water more quickly rather than storing it / holding it back;
- (g) Properties in Impington Lane have been refused home insurance due to being in the floodplain;
- (h) Will underground storage tanks be used to stop flooding?
- (i) The play area is within the area to be used in flood events.

Employment

- (a) Loss of local employment through loss of employment use on Unwins site;
- (b) Failure to offer the site for joint housing and employment uses;
- (c) Marketing states that there is a lack of demand, however this conflicts with the same agents' statement re. Mereway Business Park, for which it argued a great need;
- (d) Loss of light industrial uses;
- (e) No alternative employment sites in the village;
- (f) Impact on the villages' sustainability due to provision of extra housing and loss of employment within it.
- (g) The site's particulars have not been on either agents' websites;
- (h) Turning the village into a dormitory of Cambridge,
- (i) The site has been marketed as one unit and did not address the need for small business / retail units.

Biomass Plant

- (a) What is the real environmental benefit of the biomass plant e.g. frequency of trips to deliver fuel and need to fell trees that take 25-30 years to grow;
- (b) Methane is the main cause of harm to the atmosphere not CO₂,
- (c) Size of plant and storage of fuel / ash not addressed;
- (d) Position adjacent to neighbouring properties and potential impact of emissions, fuel storage close to the garage at no. 10 Glebe Way, and potential for vandalism.

Other matters

- (a) Survey local services, as all are overstretched e.g. doctors, dentists, nurseries, schools due to existing development e.g. Arbury Park, recent care homes;
- (b) Impact on local wildlife e.g. though loss of hedges and ditches;

- (c) Need for wildlife surveys to be carried out;
- (d) Precedent;
- (e) Lack of adequate investigation into archaeology – pits were dug and later filled in;
- (f) Affordable units should be prioritised for villagers;
- (g) Further development accessed via land adjacent to no. 67 Impington Lane is to be resisted;
- (h) The scheme is the result of the developer's greed;
- (i) Noise from construction;
- (j) 80 houses previously refused;
- (k) Lack of need for so many 1 bedroom flats;
- (l) Lack of community provision; and
- (m) Lack of sufficient publicity.

Planning Comments – Key Issues

70. There are number of key issues in determining this application: the scale and form of the development, density, neighbouring amenity, infrastructure and local services, housing mix, impact on the village edge and Green Belt, public open space provision, wildlife, crime prevention, traffic, access, flooding, drainage, cumulative development, loss of employment, archaeology, conservation area and Listed Buildings, and car parking.

Layout and design

71. The density of the proposed scheme is significantly higher than that of the surrounding area and by far exceeds the 30-40 dph sought. The need to reduce the overall footprint to overcome issues of building on the flood plain has dictated the approach taken by the developer. The applicant has supplied some indicative street scenes on which the outline of buildings proposed have been added. At certain vantage points it does seem likely that the development will be screened, to a degree. Given the sensitive location on the edge of village and Green Belt, the proposal to include three and four storey development fails to respond to the local context and will harm the character and appearance of the surrounding area. Simply reducing the number of units proposed to something more akin to the 30-40 dph and in keeping local built form could undoubtedly reduce the overall impact of the scheme. Local concerns that the scheme is ill conceived in this regard are generally supported. Initial verbal feedback from the Council's Conservation and Design Officer and Urban Design officer is that the scheme will harm the setting of the adjacent historic village centre and surrounding area updates will be given on this issue.

Neighbouring Amenity

72. The height of the development has led to local worries about amenities. The distance to the rear wall of properties on Glebe Way is at least 56 metres and to Impington Way 55 metres on the western area of the site. Taking into account the height of the flats this distance could be considered reasonable in terms of overlooking and privacy. The comments of the Urban Design Officer will aid in this assessment however.

73. It is unlikely that the blocks of flats will have significant impact in terms of loss of light to dwellings, however some loss of morning light to the end of gardens on Glebe Way may result.

Infrastructure and Local Services

74. The Villages of Histon and Impington have been identified as able to accommodate larger developments. Certain provisions are made for meeting increased demand where possible within the scope of planning e.g. through education and NCATP contributions.

Housing Mix

75. Although the scheme is for over 100 units and the mix is therefore not specified by Policy HG/2, it does require that the mix for all developments should provide a range of types, sizes and affordability to meet local needs. The Housing Development Team's comments relating to the affordable mix are awaited.

Public Open Space Provision

76. Although relatively large areas of open space are proposed within the scheme, the main area on which play equipment is to be placed is within a flood alleviation area. The use of such areas is not suitable for public open space and will not contribute towards the general need for open space. As a consequence it is concluded that the open space provision is inadequate as currently proposed.

Traffic and access

77. Significant concerns have been raised by the Local Highway Authority and Highway Agency. In the absence of further detailed assessment and revised road layouts the scheme is unacceptable. Anecdotal evidence locally suggests that there are errors in the traffic assessment. This area must be addressed prior to determination as the Highway Agency's holding objection prevents the Council from determining the application.

Car Parking

78. There is a significant shortfall in the car parking provision across the site, including a number of unsuitable disabled parking spaces. In this scheme it is considered that something closer to the standard of 1.5 dwellings per hectare could be achieved and that the shortfall is significant enough as it stands to be flagged as an issue.

Flooding and Drainage

79. It is clear from the Environment Agency's comments that flooding remains an issue. Local drainage issues may also be raised, subject to the Drainage Manager's comments. Further information is required from the developer to address this as in its current form the scheme is unacceptable.

Loss of Employment

80. The marketing of the site has been submitted and advice sought from an independent agent. The appropriateness of the marketing, given the mix uses, is unclear and a verbal update or addendum to the report on this matter will be given.

Archaeology

81. Some assessment of archaeology on site has been undertaken and the comments of the Archaeology Office are questioned by the developers, who believed this had been resolved, an update will be given.

Cumulative Development

82. It is possible that the development could prejudice the development of the remainder of the Impington 1 allocation, in that the form of development dictates a certain response on it that could be deemed an “unsatisfactory form of development” as outlined in policy DP/5 e.g. force development of a scale unsuited to a village edge location.

Other matters

83. Clearly a significant number of important issues, the main of which are briefly outlined above, remain unresolved. While there is potential to develop this land, in its current form the application is almost wholly unacceptable. The developers are aware of the issues raised and updates will be given relating to progress of these matters.

Recommendation

84. Subject to the further detailed comments awaited and the Highway Agency’s holding objection, delegated refusal is sought.

Reasons

- (1) The scale, form and density of the scheme is out of keeping with the local area and will have a detrimental impact upon it, including harm to the Conservation Area and Green Belt contrary to policies P1/3 of the Cambridgeshire and Peterborough Structure Plan, 2003 and DP/2 and DP/3 of the South Cambridgeshire Local Development Framework, 2007.
- (2) The traffic assessment fails to adequately identify that no harm to the public highway will result from the development.
- (3) The proposed housing mix does not meet the identified local need as required by policy HG/2 of the South Cambridgeshire Local Development Framework, 2007.
- (4) Insufficient provision for public open space within the development, contrary to Policies SF/10 and SF/11 of the Cambridgeshire Local Development Framework 2007.
- (5) The proposals will increase the risk of flooding, contrary to PPS25 and Policy NE/11 of the South Cambridgeshire Local Development Frameworks 2007.
- (6) Loss of employment site, contrary to Policy EM/8 of the South Cambridgeshire Local Development Framework, 2007.

- (7) Inadequate provision for car parking within the scheme contrary to Policy TR/2 of the South Cambridgeshire Local Development Framework, 2007.
- (8) Contrary to policy DP/5 of the South Cambridgeshire Local Development Framework, 2007, the development would prejudice the development of the neighbouring land within the Impington 1 housing allocation.

Plus any other matters, if arising, from consultation responses yet to be received.

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

- South Cambridgeshire Local Development Framework 2007 - 2008
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning File Ref: S/0321/05/O and S/0149/08/F
- Documents referred to in the report including appendices on the website only and reports to previous meetings

Contact Officer: Mrs Melissa Reynolds - Area Planning Officer (Area 2)
Telephone: (01954) 713237

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee2nd April 2008**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

**B/1/45/85 – STAPLEFORD
Breach of Enforcement Notice****Land adjacent to Hill Trees, Babraham Road,
Stapleford, Cambridgeshire CB22 4AD**

The current breach of the Enforcement Notice has been reported to the Planning Committee for authority to proceed with “Direct Action” to ensure compliance with the Enforcement Notice.

Background

1. The site is located in open rolling countryside, on the slopes of the Gog Magog Hills, which form an important and distinctive element in the otherwise flat landscape setting around the City of Cambridge, and is 100m off the A1307 Babraham Road, Stapleford. It is within the Cambridge Green Belt, where there is a presumption against inappropriate types of development.
2. Following a complaint on the 28th October 2004, and subsequent investigation that a mobile home and other vehicles and materials had been moved on to land adjacent to Hill Trees, Babraham Road, Stapleford without planning permission, a Planning Enforcement Notice, SCDC Reference No: E499 was issued on the 23rd February 2005.
3. The Enforcement Notice, No E499 was appealed in March 2005 - On The 2nd November 2005 the Planning Inspectorate dismissed the Appeal and the Enforcement Notice was upheld. The Inspector refused to grant planning permission on the deemed application.
4. As a result of the decision several motor vehicles, were subsequently removed from the land, however a Mobile home, a Nissen hut and several other items allegedly used for / in connection with the land still remained. A retrospective planning application for the Mobile Home and Nissen hut (S/1469/06/O) was registered on the 28th July 2006. Having considered the merits of the Planning application, it was decided to formally refuse the application. The decision, dated 15th September 2006, was again appealed - The Planning Inspectorate dismissed the appeal on the 29th January 2008 having considered in particular the effect on the countryside, The Green Belt Policy, and highway safety.

Considerations

5. A site inspection on the 31st January 2008 and 5th March 2008 has confirmed that the mobile home/ caravan and a white Nissen motor vehicle still remain on the land and are in breach of the current Enforcement Notice.

6. A current check of the Land Registry Title information for the land adjacent to Hill Trees, Babraham Road, Stapleford, Cambridgeshire CB22 4AD has revealed that there are no recorded owners for the property known as Hill Trees or the land adjacent to it.

Financial Implications

7. Cost of direct action is estimated to be £1550 plus VAT for the removal of the Mobile home/caravan and the motor vehicle with storage charges of £60 plus VAT per day. The property has to be retained for a minimum period of 7 days to allow the owner to claim his property.

Legal

8. The power to exercise all enforcement functions comes under the Town and Country Planning Act 1990'. In this respect, the statutory power to take direct action is derived from section 178(1) T&CPA 1990 currently extant. The Planning and Compensation Act 1991, gives the power to execute works required by enforcement where any steps required by an enforcement notice to be taken are not taken within the period for compliance with the notice. Section 7-(1) of the Act gives the Local Planning Authority the power to - a) enter the land and take steps; and b) recover from the person who is then the owner/occupier of the land any expenses reasonably incurred by them in doing so."

Options

9. There are previous planning control complaints involving the occupier of this land that has resulted in substantial costs to the Council over a number of years. Therefore, on this occasion, it would not be in the public interest to seek further actions through the courts, but instead instigate "Direct Action" and remove the unauthorised mobile home/caravan and motor vehicle from the land, as this would be the most immediate and most cost effective route to resolve this breach of planning control. Any publicity in connection with this action, positive or negative, would serve as a reminder to the Public that the Council will act accordingly where breaches of planning control are identified and cannot be resolved through the normal process.

Recommendation

10. In summary therefore given the previous expenditure to the Council to date, and having considered in particular the effect on the countryside, The Green Belt Policy, and highway safety the recommendation is that direct action be taken to remove the unauthorised mobile home/ caravan and motor vehicle from the land.

Background Papers:

11. The following background/ case file papers were used in the preparation of this report:
 - a) Enforcement Notice dated 23rd February 2005.
 - b) Appeal Decisions dated 2nd November 2005 and 29th January 2008.

Contact Officer: Charles Robert Swain – Planning & High Hedges Enforcement Officer
Telephone: (01954) 713206

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee2nd April 2008**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

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

This application has been reported to the Planning Committee for determination because Great Shelford Parish Council and the neighbour have raised objections to the amendment.

Members will visit the site on Wednesday 2nd April 2008.

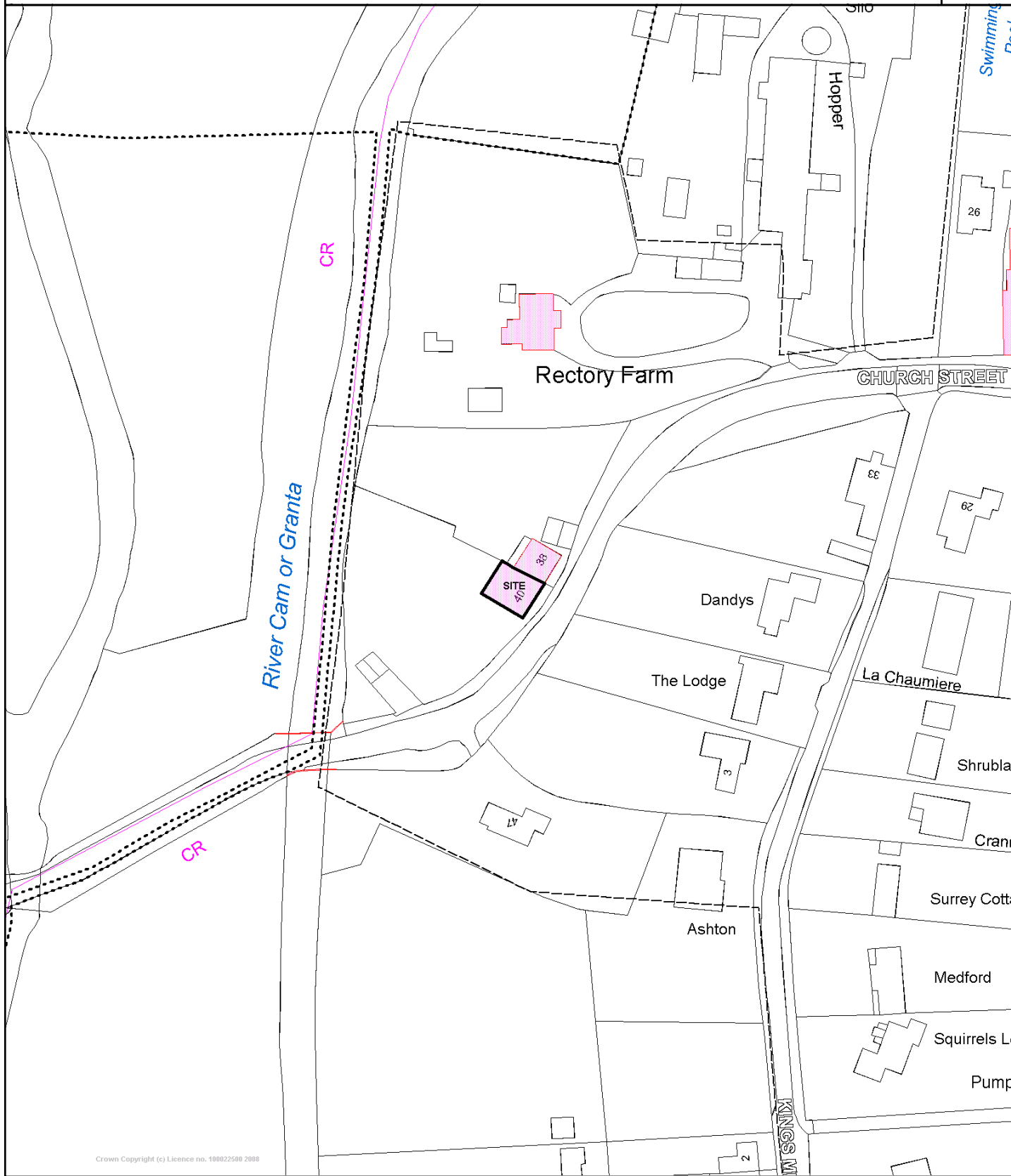
Conservation Area**Update**

1. This application was considered at the Planning Committee meeting on 7th November 2007 (see appendix). Members resolved to grant officers delegated powers to approve the application, as originally submitted, subject to officers from planning, conservation, building control and environmental health meeting with each other and to agree technical issues and the receipt of amended plans that showed the flue in its correct position.
2. A meeting was held between officers and it was agreed to approach the applicant and request that the flue was increased in height by 600mm and the cap removed, to try and overcome the neighbours' concerns regarding the smoke nuisance. The work was carried out in early December and officers have since monitored the situation. Amended plans were received in February and sent out for consultation on 12th February. The flue is now, therefore, 600mm above the ridge of the roof on which it is positioned.

Consultation Responses to Amended Plans

3. **Great Shelford Parish Council** makes no recommendation but re-iterates its previous comments that there will be co-operation between all relevant officers and a site meeting as confirmed by the Corporate Manager in October 2007, to resolve this long running issue to check whether the height increase has solved the perceived problem/
4. **The Conservation Manager** has no objections to the corrected location of the flue or the increase in height and change in design.
5. **The Corporate Manager (Health and Environmental Services)** considers that there are no significant noise or environmental pollution impacts. Investigations have revealed adequate dispersion from the flue in its current position and height.

S-1597-07-F



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6. **The Building Control Surveyor** confirms that the flue complies with Building Regulations Approved Document J (Combustion Appliances and Fuel Storage Systems) May 2006.

Representations to Amended Plans

7. The occupiers of No. 38 Church Street object to the flue on the grounds of its impact upon the residential amenity of their property through noxious emissions resulting in an odour nuisance and health hazard and its impact upon the character and appearance of the listed building(s) and Conservation Area, contrary to Policies DP/3, CH/3 and CH/5 of the Local Development Framework Policies 2007. In conclusion the writers do not wish to stop No. 40 from using the flue, but it should be located to allow for complete dispersion in all weather conditions. It should be higher than the main roof. They have offered to participate in funding a relocation and to pay for an evaluation by an independent expert. A Technical Report prepared for the neighbour suggests that the flue should be at least 500mm above the ridgeline of the house to avoid vortexing on the leeward side of the roof.

Planning Comments – Key Issues

8. The main issues to consider during the determination of the amendment to this application relate to the impact of the development upon the listed building, Conservation Area, green belt/countryside, environmental issues and neighbour amenity.

Listed Building

9. The flue is not considered to detract from the special character and appearance of the listed building itself or damage the setting of the pair listed cottages. The removal of the flue cap has simplified its design and painting it matt black will make it less visually intrusive. It does not dominate the listed building in scale, it is traditional in form, and is constructed of appropriate materials.

Conservation Area

10. Whilst I acknowledge that the flue is visible from Church Street, it is not visually prominent to the extent that it has an unacceptable adverse impact upon the appearance of the street scene and Conservation Area.

Green Belt/Countryside

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

Environmental Impact

12. The flue has been monitored in use at different times of the day and in different weather conditions since it was extended in height and the cap was removed. The outcome of the investigation is that the flue in its current position does not cause an undue environmental nuisance to the neighbour or surrounding area through noise, odour, noxious emissions or dust and adequate dispersion has been proven on every occasion.

Neighbour Amenity

13. Although visible from 40 Church Street, I do not consider that the flue seriously harms the amenities of the neighbour through resulting in a prominent development that is unduly overbearing in mass when viewed from the main habitable room windows, patio and garden area of that property. It also does not result in a loss of light or significant overshadowing that harms the amenities of the neighbour.

Building Regulations

14. The flue complies with Building Regulations Approved Document J. A Building Regulations application will be submitted if planning permission and listed building consent are granted for the development.

Other Matters

15. A listed building consent application is required for the flue as it presently stands on site. This has been submitted but is currently invalid and cannot be registered.
16. All officers have visited the site separately and met to discuss the issues. The applicant's agent did not agree to a site meeting between all parties and given that permission is required to enter private land, it was not considered necessary.

Recommendation

17. Approval (as amended by letter dated 4th February 2008 and drawings date stamped 12th February 2008).
1. Within three months of the date of this Decision Notice, or at such time as shall have been approved, in writing by the Local Planning Authority, the flue shall be painted matt black.
(Reason - To ensure that the flue does not detract from the character and appearance of the listed building and preserves the character and appearance of the Conservation Area, in accordance with Policies CH/3 and CH/5 of the Local Development Framework 2007.)

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

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

Contact Officer: Karen Bonnett- Planning Assistant
Telephone: (01954) 713230

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee2nd April 2008**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

S/0125/08/F - LANDBEACH**Erection of 2 Dwellings at Land Between 60 & 70 High St, Landbeach****Recommendation: Delegated Approval subject to Highway Comments****Date for Determination: 18th March 2008****Notes:**

This Application has been reported to the Planning Committee for determination because the proposal is a departure to Policy SF10 of the Local Development Framework 2007

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

1. The 0.18 hectare site in question consists of an open piece of land between Nos.60 and 70 High Street Landbeach. This piece of land has an existing gated vehicular entrance to its frontage and is partially screened from the roadside by an existing hedgerow. The site is located within the village framework and Conservation Area. To the north of the site lies No.60, which is a detached bungalow and to the south of the site lies No.70, which is a two storey detached dwelling.
2. The application, received on 22nd January 2008, proposes the erection of 1 market and 1 affordable unit along with associated garaging. Both would be served by individual vehicular accesses onto the High Street. The market dwelling would be a two-storey detached double fronted 4-bedroom dwelling with detached garage, whilst the affordable dwelling would be a chalet 2-bedroom bungalow with integral carport. The density equates to 11.1 dwellings per hectare.

Planning History

3. Planning Application **S/1026/07/F** for the erection of a single dwelling was withdrawn on the grounds that the erection of one dwelling would not meet the requirements for housing density and would not make best use of land.
4. Planning Application **S/0126/02/F** for the erection of a single dwelling was approved.

S-0125-08-F



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Planning Policy

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

5. **Policy 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.
6. **Policy ST/7 “Infill Villages”** residential development and redevelopment within the village frameworks of these villages, as defined on the Proposals Map, will be restricted to not more than 2 dwellings.
7. **Policy 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.
8. **Policy 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.
9. **Policy 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.
10. **Policy 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.
11. **Policy CH/5 “Conservation Areas”** requires applications in Conservation Areas to be determined in accordance with legislative provisions and national policy (currently in Planning Policy Guidance 15) and guidance in Conservation Area Appraisals (where they exist) and the District Design Guide.
12. **Policy HG/1 “Housing Density”** is set at a minimum of 30dph unless there are exceptional local circumstances that require a different treatment in order to make best use of land. Higher densities of 40dph will be sought in the most sustainable locations.
13. **Policy HG/3 “Affordable Housing”** at a level of 40% or more of all new dwellings on developments on two or more units is required to meet housing need. The exact proportion, type and mix will be subject to the individual location and the subject of negotiation. Financial contributions will be accepted in exceptional circumstances.
14. **Policy SF/10 “Outdoor Play Space, Informal Open Space and New Development”** requires that all new residential development contribute towards outdoor space. The policy states that for small developments (less than ten units) only informal open space is expected to 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.

15. **Policy NE/6 “Biodiversity”** Aims to maintain, enhance, restore or add to biodiversity. Opportunities should be taken to achieve positive gain through the form and design of development. Where appropriate, measures may include creating, enhancing and managing wildlife habitats and natural landscape. The built environment should be viewed as an opportunity to fully integrate biodiversity within new development through innovation.
16. **Policy “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.

The Cambridgeshire and Peterborough Structure Plan 2003:

17. **Policy P1/3 “Sustainable Design”** requires a high standard of design and sustainability for all new development and which provides a sense of place, which responds to the local character of the built environment.

Consultation

18. **Landbeach Parish Council** – recommends approval.
19. **Local Highway Authority** – Unless empirical evidence is provided to justify a lesser provision, 2.4m by 70m visibility splays must be provided.

Verbal comments will be presented at the Committee in response to the submission of a traffic assessment aimed at justifying a lesser provision of vehicular visibility splays, based upon a speed survey.

20. **Conservation Manager** – No objection, however, I would wish to see the detail of external materials, windows, doors, landscaping (hard and soft), roof lights, raised surrounds to heads and jams, sub cills and for permitted development rights to be withdrawn with restrictions to the conversion of the garaging.
21. **Old West Internal Drainage Board** - No comments.

Representations

22. 1 letter of objection from No. 70 High Street has been received, which related to the inaccurate site boundary line. This matter has since been dealt with by an amended site plan, block and floor plans received 28th February 2008.

Planning Comments – Key Issues

23. This application is being brought before the Planning Committee on the grounds that the proposal marks a departure to Policy SF/10 (Public Open Space) of the Local Development Framework 2007. The applicant has undertaken pre-application advice with the area team following the previously withdrawn planning application (S/0125/07/F) and since the advice which has been given during these negotiations Policy SF/10 has been adopted. Given that this current scheme has been designed without this policy in mind, officers are minded to not apply it within this case, as it would be deemed unreasonable to do so. I do not consider that this represents a

significant departure to warrant referring the application to the Secretary of State under the Town & Country Planning (Development Plan and Consultation) (Departures) Directions 1999.

24. The proposal does not meet the required standards for vehicular visibility splays of the Design Manual for Roads and bridges. The scheme instead provides splays of 2.4m by 43m as set out in the Manual for Streets. The applicant has commissioned a visibility and access report for the site in order to justify the lesser provision for both access points as requested by the Highway Authority. I am currently awaiting the representation from the Highway Authority on this report and these comments will be presented verbally at the Planning Committee meeting.
25. The previous planning application S/1016/07/F proposed the erection of one dwelling following the previous approval for the site for a similar proposal, which had expired. However, since that original permission, local planning policy has changed and the erection of one dwelling would not constitute the best use of land at an adequate density. Any additional dwelling would then also have to be affordable, which this proposal reflects; hence the application adheres to Policies HG/1 and HG/3 of the Local Development Framework 2007.

Recommendation

26. Subject to highway comments, delegated approval

Conditions

1. SCA – RCA
2. 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) The materials to be used for the external walls and roofs (Rc5 (a)ii).
 - b) Large-scale details of windows and doors (Minimum Scale of 1:20) including details of raised surrounds to heads, jambs and sub cills. (Reason – To ensure the preservation of the special character and appearance of the Conservation Area).
 - c) SC5(d) refuse storage accommodation and cycle storage (RC5 (d)).
 - d) SC5(e) materials to be used for hard surfaced areas within the site including driveways and car parking areas (Rc5 (f)).
 - e) Details of Conservation Roof lights manufacturer type and size (Reason – To ensure the preservation of the special character and appearance of the Conservation Area).
3. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development and specification of all proposed trees, hedges and shrub planting, which shall include details of species, density and size of stock. (Reason - To enhance the quality of the development and to assimilate it within the area.)
4. 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.)

5. No further windows, doors or openings of any kind shall be inserted at first floor level in the north and south elevations of the development, hereby permitted, unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf. (Reason - To safeguard the privacy of occupiers of the adjoining properties.)
6. The first floor window in the north elevation of House 1, hereby permitted, shall be fitted and permanently maintained with obscured glass. (Reason - To safeguard the privacy of occupiers of the adjoining property.)
7. During the period of construction no power operated machinery shall be operated on the premises before 08.00 am on weekdays and 09.00 am on Saturdays nor after 18.00 pm on weekdays and 13.00pm on Saturdays (nor at any time on Sundays or Bank Holidays), unless otherwise previously agreed in writing with the Local Planning Authority in accordance with any agreed noise restrictions. (Reason - To minimise noise disturbance to adjoining residents.)
8. The development shall not begin until a scheme for the provision of affordable housing in accordance with Policy HG/3 of the Local Development Framework Development Control Policies 2007 has been submitted to and approved in writing by the Local Planning Authority. The affordable housing shall be provided in accordance with the approved scheme. The scheme shall include: a) the timing of the construction of the affordable housing; b) the arrangements to ensure that such provision is affordable for both initial and subsequent occupiers of the affordable housing; and c) the occupancy criteria to be used for determining the identity of prospective and successive occupiers of the affordable housing, and the means by which such occupancy shall be enforced. (Reason: To ensure the development makes a gain for affordable housing facilities in accordance with Policy HG/3 of the South Cambridgeshire Local Development Framework 2007.)
9. Para D5(a) - Visibility splays 2.0m x 2.0m on both sides of each access. (Reason - In the interests of highway safety.)
10. Details of the treatment of all 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 dwellings 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.)
11. 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 House 1 unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf:-

- i) PART 1, (Development within the curtilage of a dwelling house, Classes A, B and C.
(Reason - To retain a small affordable dwelling in accordance with Policy HG/3 of the Local Development Framework, adopted 2007).

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

- South Cambridgeshire Local Development Framework (adopted 2007)
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning Files Ref: S/0125/08/F, S/1026/07/F and S/0126/02/F
- Documents referred to in the report including appendices on the website only and reports to previous meetings

Contact Officer: Mike Jones - Planning Assistant
Telephone: (01954) 713253

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee2nd April 2008**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

**S/0184/08/F – CASTLE CAMPS
Mobile Home – Lower Camps Hall Farm for Mr D Spencer****S/0185/08/F – CASTLE CAMPS
Retention of Unauthorised Agricultural Buildings – Lower Camps Hall Farm
for Mr D Spencer****Recommendation: Approval****Date for Determination: 27th March 2008****Notes:**

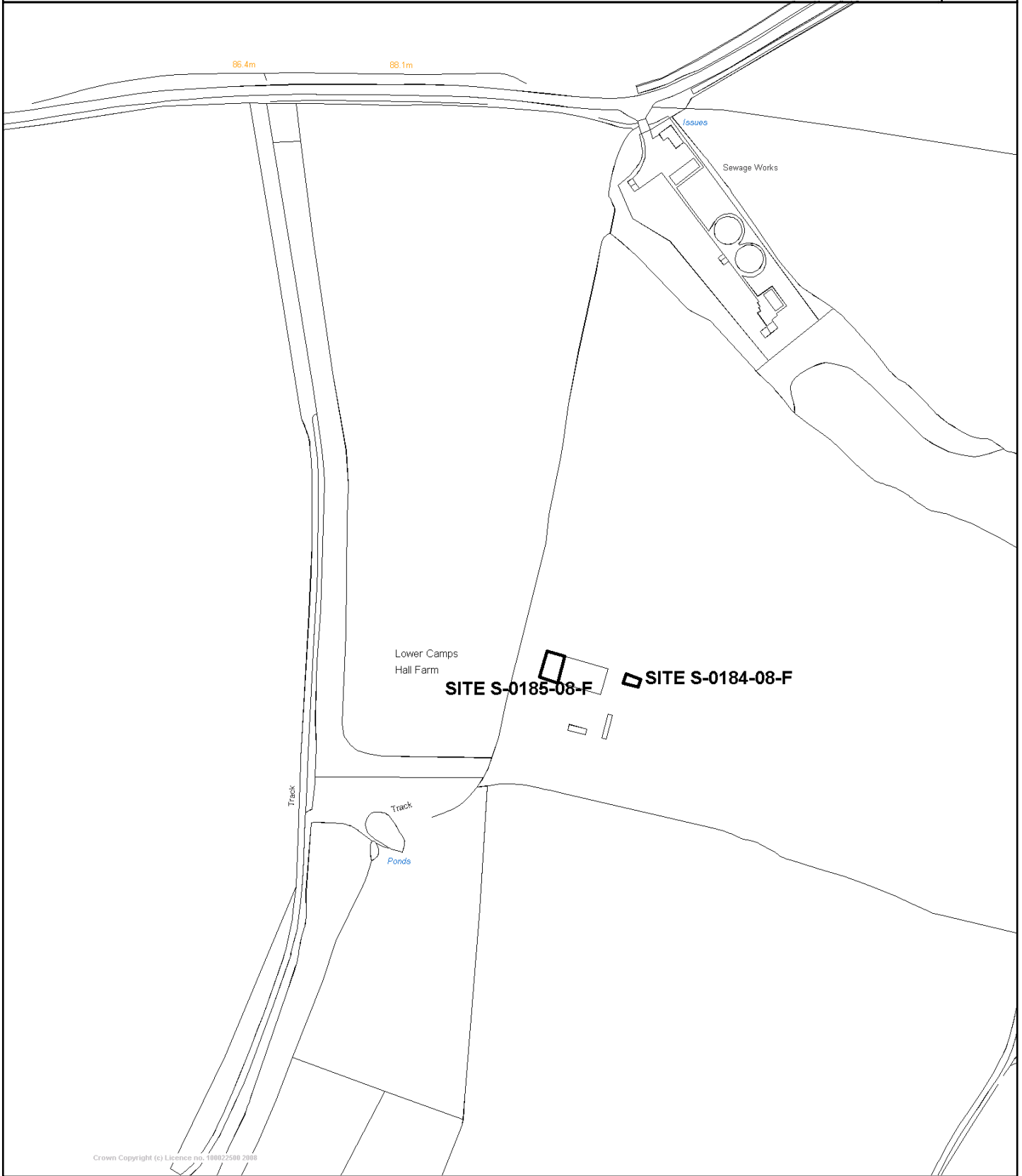
This Application has been reported to the Planning Committee for determination because the Officer recommendation is contrary to the response of the Parish Council.

Members of Committee will visit the site on Wednesday 2nd April 2008.

Site and Proposal

1. The application site is within a 51.88 hectare agricultural holding located in open countryside, approximately 1.5 kilometres to the west of Castle Camps, 1 kilometre to the south of Shudy Camps and 3 kilometres to the south-east of Bartlow. The site, which is located on the south side of the main Castle Camps – Bartlow road, comprises a group of unauthorised buildings (that have been on the site since late 2005) situated approximately 250 metres back from the road. The buildings constructed on site have a footprint of around 590m². Part of the structure is a 4.5 – 5 metre high timber two storey building, used as a 3 bedroom dwelling, whilst the remainder is a timber open sided structure used as a workshop, fertiliser store, meal store, machinery store and cattle yard. There is also a mobile home on the south side of the building presently used for storage purposes. On the land to the east and south side of the building are items of agricultural machinery, trailer backs etc. The buildings are screened to the north and west by hay bales stacked to a height of approximately 4.5 metres. Access to the site is via the main road to the north.
2. The full applications, submitted on 31st January 2008 seek consent for the following:
 - a) The retention of the unauthorised building;
 - b) The conversion of the residential element of the unauthorised buildings to a butchery premises. This will depend upon home produced livestock, slaughtered away and then dressed on site, with a meat processing department on the ground floor and administration and storage facility on the first floor. The existing residential use would cease and move to a mobile home. Modifications would be made to the existing residential element namely: the removal of the internal staircase and part of the first floor, installation of staircase to external

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elevation to the rear, windows to be reduced in size and adjusted so that they form a continuous design of painted softwood casements;

- c) A 2 bedroom mobile home/temporary agricultural dwelling, comprising timber boarded walls and a felt roof, required to provide on-site accommodation for the livestock holding.
3. The application has been accompanied by an agricultural statement. This states that Lower Camps Hall Farm is a mixed arable and pasture holding measuring 51.88 hectares. The farm was acquired by the applicant, Mr Spencer, as bare land in September 2005. (The applicant is an experienced farmer, who commenced farming in 1993 with a pig enterprise). The applicant also farms approximately 47 hectares at Abington, giving a total of 99.15 hectares. Mrs Spencer is also involved in assisting managing the holding. There is no other permanent labour but temporary labour is used at harvest time and at other times as and when required on a casual basis. The proposed cropping for 2008 comprises 89 hectares (44.5 hectares of permanent and temporary pasture and 44.5 hectares of straw/wheat/barley). The farm policy is to develop the cattle livestock enterprise. There are also two subsidiary enterprises of sheep and pigs but these are in their infancy at present. The livestock currently comprises 33 suckler cows and progeny/young stock, 45 ewes and progeny, 2 sows and progeny and 45 laying hens. The business depends principally on the sale of finished cattle, via farmers markets outlets, with the arable side of the business depending principally upon thatching straw. Tree and shelter belts have been planted.
4. With regards to the functional test required by Planning Policy Statement 7, it is argued that a temporary dwelling is required on the holding for the following reasons:
- a) Calving – assistance with calving can be required at any time;
 - b) Welfare – it would not be possible to monitor the welfare of animals unless a residential facility is supplied;
 - c) Future expansion – to operate a livestock holding from a distance would be cumbersome and curtail any further expansion of the herd and business and could bring the viability of the farm into question;
 - d) Environmental Issues – livestock on land means significant part of the holding will be laid to grass which is richer in wildlife and biodiversity than arable;
 - e) Security – the applicants have suffered vandalism already;
 - f) Family Issues – Mrs Spencer is very involved with the farm. Living on the holding makes it easier to divide time between family issues and the farm;
 - g) Miscellaneous – if the lambing and farrowing enterprises develop, it will be more important to have labour readily available at all times;
 - h) Sustainability – government policy states that family farms should be sustained and continue to provide employment in the countryside.
5. A financial test has also been submitted. This seeks to demonstrate that the farm is profitable and that there is no reason why the farm cannot continue to be viable. It is argued that the premises has the capacity to support a full time worker with every possibility for an increased level of profitability in the longer term.

Planning History

6. **S/2065/05/PNA** – Prior approval was granted for the erection of an agricultural building in this location. The approved building measured 20m x 10m (5m to eaves and 6.5m to ridge) with grey/black tin walls and roof.

7. **S/0236/07/F** – Retrospective application for retention of use of building as agricultural dwelling and mobile home refused for the following reasons:

“Whilst the need for temporary accommodation to support this new farming enterprise is accepted, the unauthorised structure that has been erected on the site, and within which the dwelling is contained, could not be easily dismantled and therefore is permanent rather than temporary in character/nature. The building does not therefore satisfy the temporary classification required within Policy HG18 of the South Cambridgeshire Local Plan 2004 and within Annex A to Planning Policy Statement 7. A permanent new dwelling would be contrary to Policy SE8 of the Local Plan which restricts residential development to sites within village frameworks and to Policy HG16 of the Local Plan which only permits new permanent dwellings in the countryside on well established agricultural units.

The structure that has been erected, by virtue of its poor design and prominent siting, would have an unacceptable impact on the landscape and be harmful to the character of the countryside. The development is therefore contrary to Policy P1/3 of the Cambridgeshire and Peterborough Structure Plan 2003, which requires a high standard of design for all new development”.

Planning Policy

8. **Planning Policy Statement 7: Sustainable Development in Rural Areas (PPS7) Annex A** states that, if a new dwelling is essential to support a new farming activity, it should normally, for the first three years, be provided by a caravan, a wooden structure which can be easily dismantled, or other temporary accommodation. It should satisfy the following criteria:
- a) Clear evidence of a firm intention and ability to develop the enterprise concerned;
 - b) Functional need;
 - c) Clear evidence that the proposed enterprise has been planned on a sound financial basis;
 - d) The functional need could not be fulfilled by another existing dwelling on the unit, or any other existing accommodation in the area.
9. **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.
10. **Policy DP/2** of the Local Development Framework Development Control Policies 2007 requires all new development to be of high quality design and to be appropriate in terms of scale, siting, design and materials in relation to the surrounding area.
11. **Policy DP/3** states that permission will not be granted for proposals that would have an unacceptable adverse impact on (amongst other issues): the countryside and landscape character; from undue environmental disturbance; on ecological, wildlife and archaeological interests; and on flooding and flood risk.
12. **Policy DP/7** states that outside village frameworks, only development for agriculture and other uses that need to be located in the countryside will be permitted.
13. LDF **Policy HG/9** states that development of a new permanent dwelling for agricultural purposes will only be permitted if it is demonstrated that:

- a) There is a clear, existing functional need relating to a full time worker or one who is primarily employed in agriculture;
- b) It relates to a well-established agricultural unit which has been established for at least three years, has been profitable for at least one of them, is currently financially sound, and has a clear prospect of remaining so;
- c) There are no suitable existing buildings available in the area;
- d) The conversion of appropriate nearby buildings would not provide suitable accommodation;
- e) No existing dwelling serving the unit has recently become separated from it.

If the 2nd criteria cannot be met or the application relates to a new farming activity, development of a temporary dwelling may be permitted for up to three years where all the other criteria are met, and there is clear evidence demonstrating: a firm intention and ability to develop the enterprise concerned; that the proposed enterprise has been planned on a sound financial basis; and that the functional need cannot be fulfilled by another existing building on the unit or any existing accommodation. Where a new dwelling is permitted, it will be the subject to an agricultural occupancy condition.

Consultations

14. **Castle Camps Parish Council** recommends refusal for both applications.

S/0184/08/F – Mobile Home

“General: Members of the planning working party were invited to view the site by the owner. Two councillors accepted the offer the remainder refused for various reasons.

1. The mobile home should be restricted term and occupancy.
2. If permission is given for this site, anyone who owns a piece of land will expect to receive similar treatment.
3. It is assumed that the residential use has been permitted, when it appears that there is no permitted residential use”

S/0185/08/F – Retention of unauthorised buildings

“General: Members of the planning working party were invited to view the site by the owner. Two councillors accepted the offer, the remainder declined for various reasons. There seems to be an inconsistency in Part A, Section 3, which refers in effect to a change of use from existing residence to business, which is not mentioned in the main title of the application. This has led to a great deal of confusion. Would it be more correct to say change of use from unauthorised agricultural buildings to business?”

1. Buildings in open countryside should be sympathetic to their surroundings and of proper standard. As one leaves Castle Camps or Shudy Camps this site is definitely not.
2. Not suitable for butchery business, improper water supply (rain water) and drainage.
3. The agricultural statement refers to ‘not really permanent’ buildings, yet the title of this proposal suggests permanent approval. In which case, more stringent design is required.
4. I also question the title of this proposal. The applicant refers to a ‘change of use’ in Part A, Section 3, yet SCDC does not in the proposal title. This is a change of use to a business. Given this inconsistency I have to object.

5. These buildings were erected without consent and, it would appear, deliberately concealed, In Part A, section 3, this applicant refers to a change of use from residential although it appears there is no permitted residential use.”
15. **Acorus**, the Council’s agricultural advisor, advises that it visited the site in March 2007 (in connection with the previous application referred to in the history section above), and the comments in the initial report are much the same in terms of intention and ability to develop the business. As per the previous comments, the farming business is clearly in its infancy, although a substantial investment has already taken place in the purchase of the farm together with the construction of the pole barn and other machinery and equipment. Mr Spencer started farming in 1993 and built up a 300 sow unit so his ability or determination are not doubted. Livestock numbers are still relatively modest although the applicant has clearly developed the business over the past twelve months with increase in the suckler cows and youngstock together with ewes and progeny. The pig enterprise is still in its infancy and there are some laying hens. In terms of the functional elements, on site accommodation is required to attend to lambing and aftercare of young lambs, calvings, which is undertaken in the spring and autumn, and for the pig enterprise as this develops. Naturally, there are welfare and general management/security issues. Livestock numbers will still need to be increased over the plan period. In terms of the sustainability of the business, the profit predicted within the financial statement is particularly ambitious. Also, the figure for expenditure is low and fixed costs would be significantly higher than the figure quoted. However, much will depend on the level of direct/retail sales, developing niche markets and increase in livestock numbers. Given the associated income from the arable enterprises, it is considered that Mr Spencer has a reasonable chance of developing a viable business and, at the end of any temporary consent, a formal analysis of business accounts would be required. Siting would appear to be quite suitable in terms of proximity adjacent to the existing buildings.
- In respect of the retention of existing farm buildings these are at present providing essential accommodation for the livestock together with ancillary feed/machinery stores. These are therefore necessary to the running of the business and further buildings will be required in the future to support the expansion which is necessary. Possibly, in the future, the existing buildings may be replaced by more permanent structures. The conversion of the western wing of the existing building to a butchery should, in principle, be of general benefit to the farm in enabling home processed meats for direct/retail sales.
- In conclusion, there is little doubt about Mr Spencer’s ability and determination to develop the business, and the business is considered to have a reasonable chance of being profitable and sustainable in the future.
16. The **Environmental Health Officer** raises no objections to the retention of the agricultural buildings, but states that the food section will reply directly as the application includes the provision of a meat preparation room, with regards to the mobile home, it is noted that a Caravan Site Licence would be required if permission is granted. The home is proposed to be served by roof water collected in containers and passed through a micro-filter and disinfected using UV light. Whilst some concern is expressed as to the continuity of supply it is possible for a water bowser to be bought onto site and then treated. Bacteriological and chemical samples of the existing filtered supply are to be taken so that further advice can be given to the applicant.
17. The comments of the **Food Safety Officer** in respect of the proposal to convert part of the existing building to a butchery premises will be reported verbally.

18. **Environment Agency** states that no details in respect of foul water drainage have been included within the application to allow the Agency to consider the impact on the water environment. Further site investigation by the applicant would be necessary before we could consider a septic tank and infiltration system. A private sewage treatment plant may be acceptable but would require the Agency's prior written consent. A 'chemi-loo' may be an alternative. A condition requiring foul water drainage details to be submitted and agreed should be added to any consent.
19. **The Campaign to Protect Rural England** states that, although it raised an objection to an earlier application for an agricultural dwelling at Lower Camps Hall Farm, it has no objections to the current application.

Representations

20. 3 letters of objection have been received from the adjacent land owner, the owner of a dwelling to the south (Toad Hall) and from Camps Hall Farm. The main points raised are:
- a) The existing house has been built without planning permission. To compound the irregularity, it was hidden behind a wall of hay bales and it is assumed this was done to circumvent the planning rules;
 - b) The adjacent landowner used to farm this land. The figures in the submitted agricultural statement are inaccurate and cannot justify a new dwelling. An agricultural dwelling was built next to Camps Hall Farmhouse to serve the holding but, when the farm was found to be uneconomic, the agricultural tie had to be lifted;
 - c) People must not be seen to be benefiting from illegal activity by ignoring planning laws. Approval of the applications will set a dangerous precedent;
 - d) It was the applicant's decision to put livestock on the land knowing there was no house on the site. He should not be able to erect this mobile home which, if given permission, will inevitably lead to a permanent construction;
 - e) A house in the village would allow the applicant easy access to the land if needed;
 - f) The development is on one of the highest contours of Cambridgeshire and can be seen for miles. The land was virgin agricultural land and the site now resembles a rubbish tip;
 - g) The barn structures, machinery and general rubbish on the site are very unsightly;
 - h) The use of part of the building as a butchery must be rejected. It is presumed this will be open to the public, as a large hard stand area is proposed and there will therefore be a considerable increase in traffic using the track;
 - i) There will be a requirement for extra sewage facilities. Wastage bins for the butchery will draw more rodents/pests to the area;
 - j) The applicant is indifferent to keeping a site hygienic and in good condition;
 - k) What are the other buildings shown on the block plan?
21. 15 letters of support have been received, from residents in Shudy Camps, West Wickham, Linton, Great Abington, Hildersham and Hadstock. (These include 2 letters from family members and interest has therefore been declared). In addition, 2 separate petitions of support (with a total of 24 signatures from residents of properties in Shudy Camps, Castle Camps, Linton and Haverhill) have been submitted. The main points raised are:

- a) The applicant has a farming background. He previously had a herd of 300 pigs and, realising he was not going to find land to buy suitable for outdoor pig rearing, sold everything and bought the site at Lower Camps Hall Farm. The Spencers are hardworking and knowledgeable and intent on developing a genuine business;
- b) The applicant is a livestock farmer and has to be on hand to ensure the well being of his stock;
- c) This is a registered agricultural holding, so the intention to farm was clear from the outset;
- d) Machinery at the site includes 4 tractors, a combine, trailers, ploughs, drills and cultivation equipment all bought at local sales and from secondhand dealers;
- e) The development of rural farming businesses should be supported, especially in the current climate which has seen a significant decline in small holding farms over the last decade or so;
- f) The type of farming proposed within this application (small farm, directed to produce high quality food with potential opportunity to retail on the site, with consequent reduction in environmental costs) should be fostered;
- g) This farm is a new enterprise and should be given every opportunity to establish itself;
- h) The straw bales make excellent windbreaks, until such time as the trees, hedges and orchard that have been planted have grown to give the property the screening needed;
- i) The buildings are isolated and of appropriate design;
- j) The animals are kept in excellent condition, far better than intensively reared animals.

Planning Comments – Key Issues

22. The key issues to consider in the determination of this application are:

- a) The principle of a temporary agricultural dwelling;
- b) Impact upon character and appearance of countryside.

Principle of the development

23. Strong objections have been raised to the application for the retention of the existing building on the basis that the development has been carried out (and part of the building used as a dwelling) without planning permission, and that there appears to have been a deliberate attempt by the applicant to conceal the illegal building behind a wall of hay bales. It is argued that the authorisation of illegal development would set a dangerous precedent. I must stress that, whilst the construction of buildings without planning permission cannot be condoned, this is not, in itself, a reason to object to the proposal or to refuse planning permission. The application must be considered as if the building were not there, and against the same criteria used for any proposed development.
24. Prior approval has been granted for the erection of a 200m² agricultural building on this site. The barn that has been constructed is nearly three times this size and does not accord with the details submitted as part of the prior approval application. As such, the entire structure remains unauthorised to date. The current applications seek to retain all the unauthorised development on the site, to modify the residential part of the building, in order to convert it to agricultural use (a butchery/food preparation premises), and to site a mobile home/ temporary agricultural dwelling on the land. The application form relating to the proposal for the retention of the existing building states, incorrectly, that the application involves a change of use from residential to

butchery premises. This is strictly incorrect and has now been altered on the form, although the correct description of the development has been used in the Council's description and described within the statement accompanying the application.

25. As stated above, there is prior approval for the erection of an agricultural building on this site, so no objections have previously been raised by this Authority to the principle of siting a building in this location. It is important to consider the impact of the existing unauthorised building against the impact of the structure that has prior approval and could have been erected in this position. Although the permitted building was approximately one third of the size of the structure that has been erected, it was 1 – 1.5 metres higher than the existing building, and metal clad rather than timber. In my opinion, the enlarged footprint and differing materials used are not seriously harmful to the character of the countryside. The site is reasonably well screened from the main road by the wall of hay bales sited on the north and west side of the development. The main area of concern, and the reason behind the 2nd reason for refusal of the previous application for the residential use of part of the building, related to the fact that the enclosed timber clad element is overly domestic in appearance (mainly due to the fenestration used) and hence inappropriate and visually harmful in the countryside. The proposal seeks to modify this element of the building, both internally to ensure the cessation of the existing residential use and its conversion to a butchery, and externally to ensure that the building would be more agricultural in character. Any permission would need to be subject to a condition requiring the cessation of the existing residential use and the internal/external works to this element to be carried out within a specified time period (I would suggest six months).
26. In the event that any planning permission is not implemented, I would advise that an enforcement notice be served requiring the cessation of the use of part of the building as a dwelling.
27. I am presently awaiting the comments from the Environmental Health Officer in respect of the proposed butchery/food preparation premises, which I understand needs to meet stringent food safety regulations. The butchery is intended to be used as part of the agricultural premises, rather than for commercial purposes, so does not represent a change of use, but a conversion of the residential part of the building to agricultural use. Should there be any future intention for a commercial use or to sell food to the public from the site/a farm shop use, this would need to be the subject of a separate planning application.
28. Letters of objection have referred to the structure being sited on the highest contour in Cambridgeshire. The site is elevated above the position of the road, but the land does continue to rise to the east, and a public footpath crosses the holding to the east. If the development were to be sited closer to the road, it would be more prominent and, if sited further to the east would be on higher land and more prominent from the footpath. I am satisfied that the location chosen for the building is probably the least prominent and best available on the holding.
29. The proposed mobile home is intended to replace the existing unauthorised residential use within the unauthorised building. In the previous application, Acorus raised no objections to the principle of a temporary dwelling on the land to serve the needs of the agricultural business whilst the applicant was attempting to establish and develop the business further. This Authority's key concern was that the building that had been constructed on the site, and within which the dwelling is presently contained, could not be easily dismantled and did not therefore satisfy the temporary classification required within Government and Council policy. Since the previous

application, the scale of the business and number of livestock kept on the site has increased, and Acorus has maintained its support to a temporary agricultural dwelling, stating that: there is a clear functional need for a full time worker to live on the site, there has been a firm intention to develop the enterprise (evidenced by the investment in the holding and buildings), the applicant has a farming background and his ability to develop the business further is not doubted, and there are no other suitable buildings that could be used. As stipulated within Policy HG/9, any consent for the mobile home should be for a temporary 3 year period only. This should provide the applicant with sufficient time to develop the business further and, in particular, to acquire the financial records needed to satisfy the financial test required by PPS7 and Policy HG/9. Acorus has raised concerns about the applicant's estimated profit margins and about the financial viability of the holding but this is a matter that would need to be considered further as part of any subsequent application for a permanent agricultural dwelling on the site.

30. Representations have been received from the owner of the adjacent land (who used to farm this holding) stressing that the land is unviable, and that an agricultural dwelling constructed to serve the needs of the holding (Toad Hall) had to have its restriction lifted as the farm proved unviable. It is important to note, however, that the current agricultural business differs in that the applicant keeps livestock on the land, and his business plan is based upon increasing the amount of livestock. My understanding is that the land was previously used for arable purposes only.
31. There is an existing mobile home on the site that is presently used for storage purposes. The drawings submitted with the application are for a different style of mobile home to that already on the site. The previous application stated an intention for this to be used for seasonal workers accommodation but no such reference has been made within the current application. Any intention to use the existing mobile home for seasonal workers would require a further application.
32. Finally, concern has been expressed about the large cattle yard and grain store buildings shown on the block plan. These buildings do not form part of the present applications, although I am aware that the applicant may have a need for such buildings in the future, and they would need to be the subject of a separate planning application.
33. I have requested amended site plans in respect of both applications so that the area covered by the buildings and access to the site falls within the site edged red.

Recommendations

34. Subject to the receipt of amended site location plans and to no objections being raised by the Environmental Health Officer to the butchery element of the proposal, approval is sought for both applications. In addition it is recommended that an enforcement notice be served requiring the cessation of use of part of the existing building as a dwelling house within a compliance period of six months.
35. **S/0184/08/F – Mobile Home**

Approval:

1. The mobile home, hereby permitted, shall be removed and the land restored to its former condition on or before 30th April 2011 (Reason – To determine within this period whether the agricultural unit has a prospect of being financially

sound in accordance with Policy HG/9 of the adopted Local Development Framework 2007).

2. The occupation of the mobile home, hereby permitted, shall be limited to a person solely or mainly working, or last working, in the locality in agriculture or in forestry, or a widow or widower of such a person, and to any resident dependents. (Reason – The dwelling, hereby permitted, is situated in a rural area outside any established settlement where the Local Planning Authority would not normally grant permission for such development and this permission is granted solely in order to fulfil an agricultural need to satisfy the requirement of Policy HG/9 of the Local Development Framework 2007).
3. Prior to the occupation of the mobile home, a scheme for the provision and implementation of foul water drainage shall be submitted to and agreed in writing by the Local Planning Authority. The works/scheme shall be constructed and completed in accordance with the approved plans/specification at such time(s) as may be specified in the approved scheme (Reason – To prevent the increased risk of pollution to the water environment).

Informatives

General

1. The applicant's attention is drawn to the comments within the enclosed letter from the Environment Agency dated 20th February 2008.

36. S/0185/08/F – Retention of Unauthorised Agricultural Building

Approval:

1. Within six months of the date of this decision, the existing residential use within the building shall cease and the building modified externally and internally to accord with the proposed elevations drawing number 07/19/175/2 (Reason – To ensure the cessation of this unauthorised residential use in the countryside and to ensure that the building would be more agricultural in appearance thereby improving its impact within the landscape)
2. Within three months of the date of this decision, a scheme of landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development, shall be submitted to the Local Planning Authority (Rc51)
3. Sc52 – Implementation of landscaping (Rc52)

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

- Planning Policy Statement 7: Sustainable Development in Rural Areas (PPS7) Annex A South Cambridgeshire Local Development Framework (LDF) 2007
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning application references: S/0184/08/F, S/0185/08/F, S/0236/07/F and S/2065/05/PNA

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

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee2nd April 2008**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

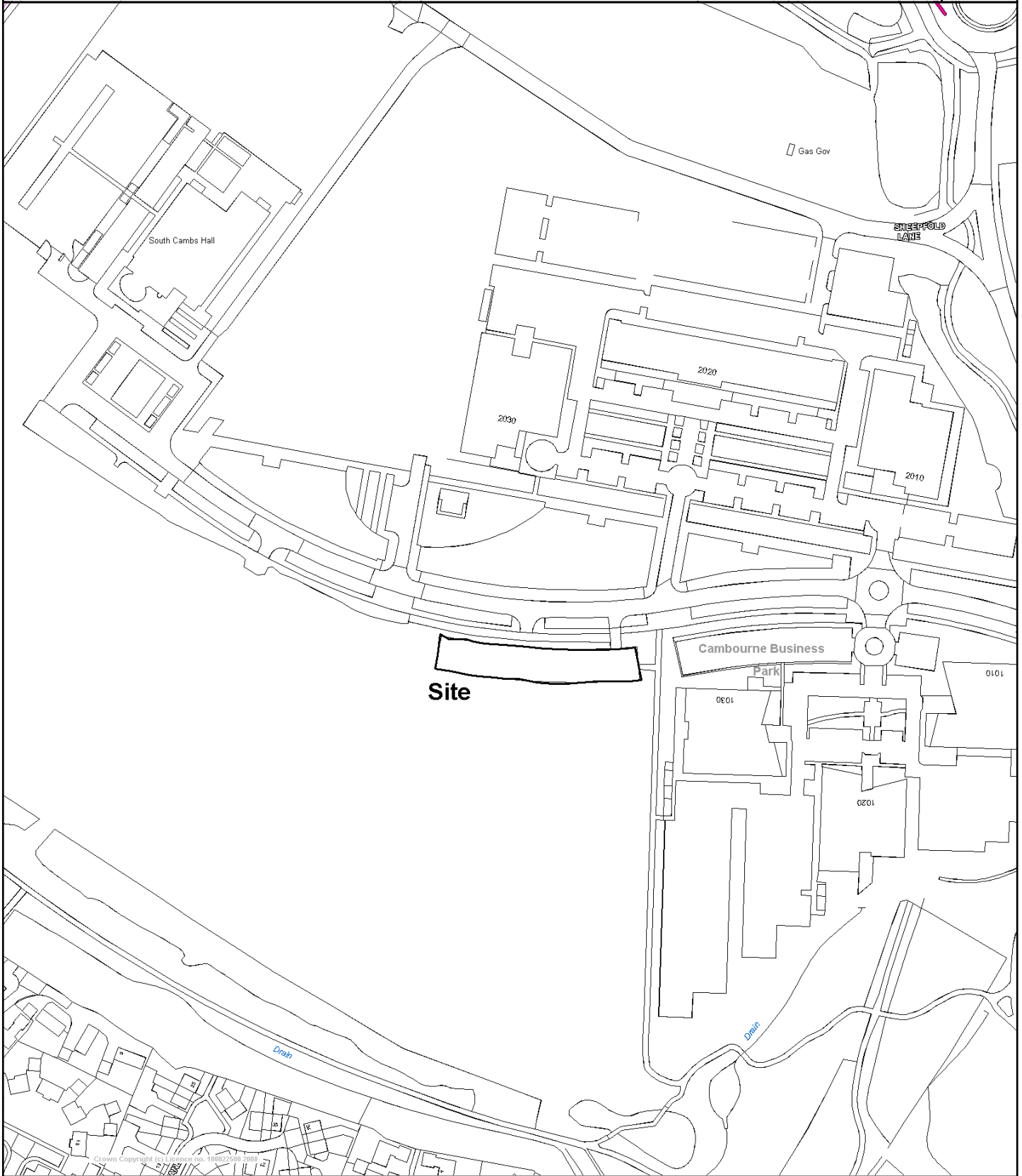
S/6103/00/F - CAMBOURNE**Temporary Use of Car Park in Connection with South Cambridgeshire Hall
Plot 3000, South Side, Cambourne Business Park****Recommendation: Approval****Date for Determination: 2nd April 2008****Notes:**

This Application has been reported to the Planning Committee for determination because South Cambridgeshire District Council is the proposed user of the application site.

Site and Proposal

1. The site lies on the south side of the Cambourne Business Park spine road south of the ornamental lake. It lies within parcel 3000 and is allocated for eventual use as permanent parking for development on that parcel. The building to the east is occupied as an office and has its own car park at the rear. On the north side of the lake the Cambourne Business Park Marketing Office is sited in front of the 2030 office building. The car park is laid out with a tarmac surface marked with 75 car spaces. Lighting columns are in place, and a separate pedestrian access to the footway has been installed. There are 3 metre wide strips of shrub planting between the car park, the footway and the carriageway. The proposal is to use this temporary car park for specified occasions as overflow from South Cambridgeshire Hall car park.
2. This application is submitted to comply with a condition of planning permission S/6103/00/F for Temporary Car Parking which was granted, as provision in excess of the Business Park long term parking ratio, in recognition of the occasional intensive use of buildings by firms awaiting the construction of larger premises in the Business Park for them to move or expand into. The permission was subject to Condition 2 which required details to be approved for each proposed use of the temporary car parking, in order to ensure, among other things, that the proposal would accord with the promotion of reduced reliance on the private car for travel to work and the use of alternative means of travel with less environmental impact, as required by national and local planning policies.
3. The application is submitted with background information about car parking at South Cambridgeshire Hall. The main circumstances are outlined as follows:-
“The Lyons Inquiry, the local government white paper ‘Strong and prosperous communities’ published in October 2006 and a corporate governance inspection report in February 2007 have all highlighted the Council’s key role in community leadership, ‘place shaping’ and partnership working to meet local needs. This emerging role has placed new demands on the Council in terms of hosting major conferences, meetings and other events.

S-6103-00-F



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Planning Committee April 2008

4. In the short term, the Council does not have the resources or the capacity to meet demand for parking for such events. However, recognising that a solution, in terms of car parking provision and the new Travel Plan must be found, the Council has established a fully resourced project to develop and implement a new Travel for Work Plan, which will offer longer term options to meet agreed objectives in relation to sustainable travel to and within the organisation. Elected Members and senior management will take a lead role in supporting the objectives and implementing sustainable travel options.
5. In order to manage car parking at South Cambridgeshire Hall while the new Travel for Work Plan and the associated arrangements are being developed, the Council has asked Cambourne Business Park Limited for permission to lease the temporary car park opposite the marketing office as an occasional overflow car park, for a limited period of twelve months.
6. South Cambridgeshire District Council relocated to Cambourne Business Park in May 2004. The building has 180 car spaces to the west of the building, for approximately 340 staff plus Members. This was a higher allocation in relation to the floorspace than for other offices on the Business Park, in recognition of the public function of the building in relation to customer visits and Council meetings. 24 of the parking spaces were intended to be "sacrificial", to be phased out as the Travel for Work Plan was successfully implemented. There was also a 4 year Council bus service which is to be discontinued in April 2008. In the intervening years demand for car parking spaces at South Cambridgeshire Hall has exceeded supply. Monitoring undertaken over the past 4 months has shown an average excess of 4.4 cars over available spaces. Overspill parking around the Civic Square in front of the building has occurred on a regular basis. Since 1st January 2008, illegal parking has exceeded the number of spaces available on 62 out of a possible 86 occasions (where an occasion is either a morning or an afternoon). Most of the 13 occasions, when cars exceeded spaces by more than 10, coincided with meetings for which room bookings were made. Overflow parking peaked at 17 cars.
7. In recognition of these circumstances the Council has stated its intention to:
 - a) Update and actively implement its Travel for Work Plan.
 - b) Promote improved public bus services and their use by staff and visitors.
 - c) Make more efficient use of the existing car parks by reserving only essential requirements such as disabled spaces, leading Members and key staff (not meeting attendees).
 - d) Increase the on-site car parking provision by around 30 additional car parking spaces, to the west and north of the building, of which 10 would be for overflow parking on an occasional basis utilising part of the existing amenity area at the rear of the building. There are options for improving the landscaping of the amenity area and/or providing some recreational outdoor space. The proposals, which would require a separate planning permission, would provide for additional trees as well as more planting and hedging.
 - e) Take a one year lease on the application site temporary car park so that it can be used for pre-programmed events such as full Council meetings or training/conferences which are attended by members of the public.

Work has already started on a) and c), and there is a current staff consultation underway on d).

Planning History

8. **S/1371/92/O** Outline permission for the new settlement of Cambourne, including a business park.
9. **S/6136/01/O** outline permission for the siting of building 6010 for use as headquarters for SCDC subject to a condition requiring implementation of a green travel plan.
10. **S/6147/02/RM** approval of reserved matters for Building 6010 as headquarters for South Cambridgeshire District Council.
11. **S/6103/00/F** permission for Temporary Car Parking for the Business Park.

Planning Policy

Cambridgeshire and Peterborough Structure Plan 2003: saved policy:

12. **P1/3** – Sustainable Design in Built Development

South Cambridgeshire Local Plan 2004 saved policies:

13. **Cambourne 1** – Development in accordance with Cambourne Masterplan
14. **SE7** – Development in accordance with Cambourne Masterplan and Design Guide.

Local Development Framework Core Strategy adopted January 2007

15. **ST/4** Rural Centres including Cambourne – Development and redevelopment without any limit on individual scheme size will be permitted within the village frameworks of Rural Centres, as defined in the Proposals Map, provided that adequate services, facilities and infrastructure are available or can be made available as a result of the development.

Local Development Framework Development Control Policies 2007

16. **DP/1** requires development to demonstrate that it is consistent with the principles of sustainable development.
17. **DP/2** requires the design of new development to be of high quality, with criteria listed.
18. **DP/3** sets development criteria, a checklist to ensure all requirements are met.
19. **ET/3** development in established rural employment areas is acceptable to enable more efficient use of the sites, and to allow them to be adapted for the needs of existing and future users.
20. **TR/1** encourages planning for more sustainable travel through accessibility, alternative modes, and parking levels. This is supported by **TR/2** which sets parking standards, **TR/3** which requires mitigation of travel impacts, and **TR/4** which encourages use of non-motorised modes.

Consultation

21. **Cambourne Parish Council** resolved that temporary permission should be granted.

Representations

22. None

Planning Comments – Key Issues

23. The main issues in this case are: the adequacy of the site for the proposed use, how the use will be managed in connection with South Cambridgeshire Hall, compliance with sustainability objectives and policies, timescale in relation to the travel plan, safety and security, and landscape, biodiversity and amenity.

Adequacy of the site for the proposed use

24. The car park is sited 250 metres from South Cambridgeshire Hall. This is a reasonable distance for meeting attendees or staff to walk, and the building is easily visible to those arriving. The car park surface is not a permanent finish, but is firm, well-drained, and is marked out with parking spaces. The access to the Business Park spine road is adequate, and signage could be erected to highlight its location on days when it is brought into use.

Management of the use in connection with South Cambridgeshire Hall

25. The additional car parking would not be available for general use. The Council is currently monitoring car parking on a regular basis for a trial period and will use evidence from this to identify a daily threshold. The additional parking would only be brought into use for days on which planned meetings and other events would cause the demand for car parking to exceed the threshold. On those days, the additional parking would be managed by Council facilities management staff by means of collapsible bollards and demountable signage.

Compliance with sustainability objectives and policies

26. The Council has at the heart of its Local Development Framework Core Strategy, the “cornerstone of sustainability”, which requires effective protection and enhancement of the environment, and prudent use of natural resources. This is carried forward in the Local Development Framework Development Control Policies DPD 2007 which has Sustainable Development as the first policy, DP/1, which requires all development, among other things, to minimise the need to travel and reduce car dependency.
27. Policy DP/3 includes development criteria c. “car parking, with provision kept to a minimum” and f. “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.”
28. Policy Objective ET/d is “To reduce commuting distances and the need to travel, particularly by car, by bringing home and workplace closer together, and by encouraging employment opportunities in accessible locations, or accessible by sustainable modes of travel.”

29. TR /1 Planning for more sustainable travel requires that in considering planning applications the Council will seek to ensure that every opportunity is taken to increase integration of travel modes and accessibility to non-motorised modes by measures including public transport improvements, cycling provision, and minimising the amount of car parking provision in new developments, compatible with their location, by, among other things, restricting car parking to the maximum levels. This is emphasised in Policy TR/2 Car and Cycle Parking Standards. Policy TR/3 Mitigating Travel Impact sets out requirements on the preparation and implementation of Travel Plans.
30. The supporting statement accompanying the application emphasises appreciation of these policies; work on a new travel plan is proceeding with full support of elected Members and senior management. Because of this, the provision of additional car parking is regarded only as a short-term option to sustain the Council's community role while developing effective solutions for the long term. The 12 month period is a challenging timeframe and the Council's project steering group is aware of the urgency of introducing effective alternative measures during this period.

Timescale and Travel Plan

31. The Council will review its car parking arrangements as part of its overall review of the Travel for Work Plan. This will include investigating the development of a permanent dual-use staff amenity / overflow parking area on site, to accommodate occasional additional parking required to support the Council's enhanced role as a community and partnership facilitator.
32. The Council is seeking a 12 month period of use of the temporary car park, as occasional overflow parking, from April 2008, for the following reasons:
- a) The Council wants to address the current breach of planning conditions and other difficulties caused by parking around the Civic Square and elsewhere, as soon as possible - an early date would add impetus to the Council in progressing this.
 - b) The start date of April 2008 reflects the planning application timetable and allows time to implement the necessary operational arrangements.
 - c) The Council is committed, as a matter of urgency, to working with Cambourne Business Park Limited, Development Securities Limited and Wrenbridge in joint Travel for Work initiatives across the business park.
 - d) The 12 month period would provide the Council with a "breathing space" in which to develop and implement new Travel Plan initiatives to address the above challenges and opportunities. The updated Travel Plan is currently being prepared in the light of the responses to the staff and Member travel survey.

Safety and security

33. The car park is well lit and is close to the Business Park spine road. There are overlooking windows in the adjacent office block. As the use is proposed to cater for particular events, it is likely that users would arrive and leave at similar times. It is therefore considered that the location remote from the users' destination would not be contrary to Policy DP/2.1.i) which requires design to create an "inclusive environment which is and feels safe". Disabled parking spaces are provided at South

Cambridgeshire Hall close to the staff access and the level access to the public entrance.

Landscape, biodiversity and amenity

34. The proposal affects only a small strip of the frontage landscaping which had been trampled along a desire line from the car park to the footway; this has now been gravel surfaced so that there is a single path, thus protecting the remainder of the shrub beds from damage. The existing linear landscaping alongside the spine road forms a strong feature such that parked cars to the south of it would not be intrusive in the street scene. The proposal thus complies with Policy DP/2. 1.j) of the Local Development Framework Development Control Policies DPD 2007. As the area is already hard-surfaced, there would be little additional impact on biodiversity within the site, and the occasional nature of the use would keep disturbance of the nearby habitat for birds and other creatures to a minimum, in compliance with Policy NE/6 of the Local Development Framework Development Control Policies DPD 2007. The appearance of the bollards and temporary signs at the entrance would not be intrusive in the street scene, as they should be located south of the shrub beds in order to be clear of landscape maintenance operations.

Recommendation

35. Approve the use and the proposed bollards and signage until 31st March 2009, subject to details of the proposed bollards and signage being submitted for approval prior to their first use, and subject to the bollards and signage being removed on or before 31st March 2009, and subject to the measures in paragraph 7 above being implemented.

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: saved policy P1/3 (Sustainable Design in Built Development)**
 - **South Cambridgeshire Local Plan 2004.saved policies**
 - **Local Development Framework Core Strategy adopted January 2007**
 - **Local Development Framework Development Control Policies 2007**

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

- Cambridgeshire and Peterborough Structure Plan 2003: saved policy P1/3
- South Cambridgeshire Local Plan 2004.saved policies
- Local Development Framework Core Strategy adopted January 2007
- Local Development Framework Development Control Policies 2007
- Planning file references S/1371/92/O, S/6136/01/O, S/6147/02/RM, and S/6103/00/F

Contact Officer: Pam Thornton - Senior Planning Assistant
Telephone: (01954) 713099

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee2nd April 2008**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

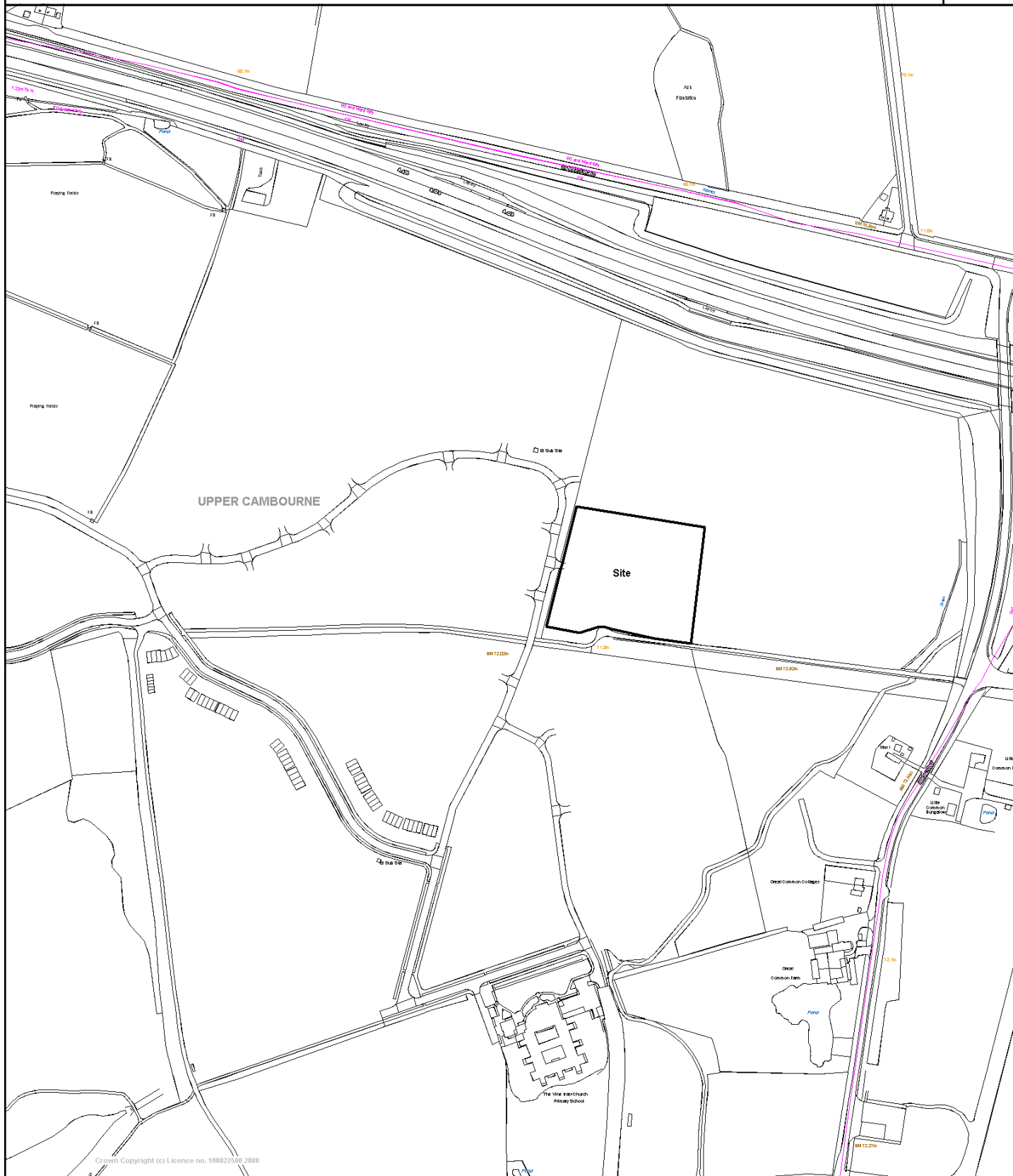
S/0012/08/RM - CAMBOURNE**51 Dwellings and Associated Infrastructure at Land Parcel UC09, Upper Cambourne****Recommendation: Approval****Date for Determination: 4th April 2008****Notes:**

This Application has been reported to the Planning Committee for determination because Cambourne Parish Council has recommended refusal of the application.

Site and Proposal

1. This 1.47 hectare site comprises a square shaped piece of land in the heart of the northern part of Upper Cambourne. It is bounded on the west side by a spine road set within the "northern greenway", specifically with an existing hedge along the site boundary. Beyond the southern boundary is presently a pre-existing concrete road which will eventually become the east-west greenway, and potentially part of the bus route in this area. To the north and east are further housing development parcels, within a future phase of development. The site is flat and vacant.
2. The application, received on 4th January 2008 and amended on 7th March 2008, proposes 51 dwellings and associated roads, garages and open space. These comprise 8 x 2-bed units (including 2 flats over garages), 22 x 3-bed, 16 x 4-bed and 5 x 5-bed. The density of the site would be 34.6 dwellings per hectare. As amended the layout shows an estate road running through the site roughly east-west with a central dog-leg that has minor access roads leading off it. Running through the dog-leg is a north-south line of trees, providing a green corridor through the site including a wider part which would be a Local Area for Play (LAP). Within this framework the houses are arranged to present frontages to the road and greenway beyond the western and southern boundaries and to face the LAP to provide natural surveillance. As well as the general north-south vista created by the run of trees through the site, the straight-line view from the access leads the eye along a private drive to a focal tree, and views back into the site from the adjacent parcels are provided with houses as visual stops.
3. The layout has been arranged to meet the density character requirements of the briefing Document, which requires high density in the western half, medium density in the north eastern quadrant and lower density in the south eastern quadrant. In the western half, this has resulted in more parking courts being provided as a way of achieving houses placed closer together. However these have been negotiated so that the northern parking court is more like a mews street, with a pedestrian / cycle route through and two overlooking flats-over-garages. The other 2 parking courts have been split up to have as few households as possible served off them and a condition will ensure they are well-lit.

S-0012-08-RM



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Scale 1/5000 Date 19/3/2008

Centre = 533088 E 259641 N

Planning Committee April 2008

Planning History

4. Outline permission granted for 3300 dwellings in April 2004.
5. Phase 7 Briefing Document Revision E approved by Planning Committee in August 2007.
6. The approved Housing/Phasing Schedule shows parcel UC09 having an allocation of 51 dwellings.

Planning Policy

Cambridgeshire and Peterborough Structure Plan 2003:

7. **P1/3** – Sustainable Design in Built Development, P5/4 Meeting Locally Identified Housing Needs.

South Cambridgeshire Local Plan 2004 saved policies:

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

Local Development Framework Core Strategy 2007:

10. **STa-k** Objectives arising from the Strategic Vision for South Cambridgeshire.

Local Development Framework Development Control Policies 2007:

11. **DP/1** requires development to demonstrate that it is consistent with the principles of sustainable development.
12. **DP/2** requires the design of new development to be of high quality, with criteria listed, and content for design and access statements.
13. **DP/3** sets development criteria, a checklist to ensure all requirements are met.
14. **DP/6** sets criteria for the sustainable construction methods to protect resources and amenities.
15. **NE/6** requires positive biodiversity gain.
16. **NE/14** sets standards for lighting proposals.
17. **TR/1** encourages planning for more sustainable travel through accessibility, alternative modes, and parking levels. **TR/2** sets parking standards.

Consultations

18. **Cambourne Parish Council** recommended refusal of the original plans on the following grounds:

- a) “The Council considered that the layout was unimaginative and had a regimented appearance, which was below the standard of design expected in Cambourne and the Design Guides.
- b) The site is laid out to give the maximum overlooking and appears to be number led rather than design led contrary to the Development Briefing Document.
- c) The proposal appears to take no account of the connectivity, permeability and cohesion with adjoining parcels of land contrary to the Development Briefing Document.
- d) It is not clear how the adjacent development parcels merge to ensure that UC09 connects visually with adjoining parcels
- e) The access from the spine road gives the impression of a canyon and does not give the impression it is the route into a large number of dwellings.
- f) There is no clear definition of the route through the site especially adjacent to the LAP where access roads converge.
- g) The siting of the visitors parking adjacent to the LAP is a safety hazard and will cause an obstruction on route to the adjoining parcels.
- h) Long narrow drives are impractical for parking of multiple cars.
- i) The Lap although sited in accordance with the design guide and play strategy the layout and shape does not appear conducive of safe creative play.
- j) Plots 36- 41 appear to be sited too close to the southern boundary restricting access to the Carports especially if visitor parking is used and adjoining properties have their cars in their carports. There is also insufficient turning space for cars using the visitor spaces.
- k) Central parking courts should be avoided as they cause safety concerns, and require management schemes to manage which cause concerns in the future. These should be designed out where possible. If they cannot be designed out alternative management schemes should be investigated.
- l) The parcel does not appear to be pedestrian friendly area.
- m) The Parish Council considered that the application was of poor quality. The Council considered that the application would have benefited from pre-planning consultation with the Parish Council so they could understand the design process for the parcel.”

Amended plans – comments to be reported verbally.

19. The **Police Architectural Liaison Officer** is concerned about too much permeability which might provide offenders with additional access and escape routes together with the anonymity they seek. The northern parking court area has increased vulnerability of dwellings and parked vehicles to crime, and similarly the path between plots 45 and 46. Parking in courtyards should be avoided as this provides criminal access to the rear of dwellings via fences or gates. Such courts should be protected by a gate and seen as private rather than public so that uncontrolled through passage should not be available. Similarly, adjoining parking courts create the opportunity for access between them by using cars as climbing aids.

To guard against vandalism, dwellings should have clearly identifiable defensible space such as planting strips along exposed elevations, especially where there are ground floor windows adjacent to public space such as plots 15, 36 and 49. The areas to the rear of plot 11, and rear of plots 9, 10 and 12 should be gated off to

provide additional security and prevent the area becoming attractive for people to gather unseen. Roads, communal driveways, footpaths and parking courts should be lit.

20. **County Archaeologist** – no further archaeological investigation necessary.

Representations

21. None received.

Planning Comments – Key Issues

22. This reserved matters application continues the build out of Upper Cambourne under the original outline permission granted in 1994. It is not dependant on the new application for 950 extra homes, which is currently under consideration. It complies with the approved Phase 7 Development Briefing Document in that the western half of the site has a higher density character than the east, and the roads and play spaces are provided as required. A distinct advantage of the scheme is the north-south green corridor through the site which gives is visual legibility and provides a route for wildlife rather than simply creating isolated greenspace habitats. The hedge on the western boundary is retained, and a strong frontage is presented to the southern boundary with the greenway.
23. The sites falls within the “northern area” character zone which it notes as having a strong association with the boundary woodlands. The Briefing Document requires layouts to allow views through to the woodlands which will be achieved by the green corridor which can be continued to the woodland through the adjacent parcel. It also requires timber elements within the materials pallet, which have been provided in the elevational treatments. There is also variation in height as required by the Brief.
24. The Parish Council’s concerns are noted. However, the required connectivity with adjacent parcels is provided, through the road link to the east, and the pedestrian links to the north, west and to the greenway to the south. The adjacent parcels have yet to be designed so visual connection with them will be dictated by this parcel. Nevertheless, the layout allows for runs of houses to be continued into the next sites, and there are no awkward relationships with boundaries that would make the design of the adjacent parcels difficult. The requirements of the Briefing Document will assure visual connectivity. The entrance to the site from the spine road is similar to many others in Cambourne and is in some ways a consequence of the need for houses to face the spine road rather than the estate road, that being the priority in terms of the street scene. In positive terms it means that the main route along the spine road is more obvious, leading to less confusion as to the routes through the settlement. The definition of the route through the site will be achieved through a condition requiring the agreement of surfacing materials, so that side roads ending in a cul-de-sac are surfaced differently, leaving the main route clearly defined. The visitor parking adjacent to the LAP has been removed in the amended plans. Parking standards are met appropriately and the LAP has a clear 100sq.m. square shape within its overall larger shape so that it is useable, and will be appropriately fenced for safety and access. The concerns about parking for plots 36- 41 appearing to have restricted access to their carports has been demonstrated by a “swept path” drawn over the layout, although the length of access is short enough for vehicles to reverse out into the cul-de-sac access road. It is not agreed that the parcel does not appear to be pedestrian friendly area, as several of the footpaths through the site, especially north-south, are segregated from the highway by verges. There are clear pedestrian routes on footpaths and shared surfaces in cul-de-sac locations.

25. The Police Architectural Liaison Officer's comments have been partly addressed through the amended plans, and landscaping and lighting conditions will be added.

Recommendation

26. APPROVE reserved matters of layout, scale, appearance, access and principles of landscaping (see condition 1) as amended by plans received 7th March 2008. Outline permission S/1371/92/O, 20th April 1994. Additional conditions:

Conditions

1. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development.
(Reason – Because insufficient information was submitted with the application; to ensure the use of appropriate species in accordance with the Upper Cambourne Phase 7 Development Briefing Document and the context of the site, and to enhance the quality of the development and to assimilate it within the area, in accordance with South Cambridgeshire Local Plan 2004 saved policies Cambourne 2 and SE7, and South Cambridgeshire Local Development Framework Development Control Policies Development Plan Document policies DP/1 and DP/2.)
2. No development or site clearance shall take place during the bird breeding season until a suitably qualified ecologist has checked the site for the presence of nesting wild birds and declared them absent.
(Reason – To prevent damage to or destruction of the nest of any wild bird whilst it is being built or in use, in the interest of the biodiversity of the site, in accordance with South Cambridgeshire Local Development Framework Development Control Policies Development Plan Document policy NE/6.)
3. No development shall take place until a plan showing the location and details of the contractors' building compound and parking area has been submitted to and approved in writing by the Local Planning Authority. The plan shall be implemented as approved and no materials shall be stored, nor contractors' vehicles parked, outside the approved compound and parking area.
(Reason – To ensure that the compound and contractors' parking are adequately accommodated without an adverse impact on existing landscape features, amenity areas or existing residential areas, in accordance with South Cambridgeshire Local Development Framework Development Control Policies Development Plan Document policies DP/2 and DP/6.)
4. No development shall take place until a scheme showing access routes for construction traffic (deliveries and spoil removal) has been submitted to and approved in writing by the Local Planning Authority. The development shall subsequently take place strictly in accordance with the approved scheme.
(Reason – In the interests of the amenities of existing residents in the vicinity, in accordance with South Cambridgeshire Local Development Framework Development Control Policies Development Plan Document policies DP/2 and DP/6.)

5. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of ecological enhancement based on “Ecological Opportunities within the Built Environment” (ESL, November 2000). The scheme shall subsequently be implemented as approved before any dwelling is occupied.
(Reason – To ensure the ecological enhancement of the site in order to comply with the Section 106 Agreement dated 20th April 1994, and the Aims and Objectives set out in the Cambourne Master Plan Report, in accordance with South Cambridgeshire Local Plan 2004 saved policies Cambourne 2 and SE7, and South Cambridgeshire Local Development Framework Development Control Policies Development Plan Document policies DP/1, DP/3 and NE/6.)
6. No dwelling shall be occupied until the approved space for the storage and collection of wheeled bins for that dwelling has been made available for use.
(Reason – To ensure the provision of appropriate facilities in the interests of visual and residential amenity, and usability, in accordance with South Cambridgeshire Local Plan 2004 saved policies Cambourne 2 and SE7, and South Cambridgeshire Local Development Framework Development Control Policies Development Plan Document policy DP/3.)
7. No development shall take place until details of materials and finishes for the doors, windows, walls and roofs of the dwellings and garages; hard surfacing, roads, footways, seating for the LAP, and designs for the cycle stores have been submitted to and approved in writing by the Local Planning Authority. The development shall subsequently be implemented in accordance with the approved details.
(Reason – Insufficient information was submitted with the application, and to ensure coordination and consistency with the adjacent parcels, and to enhance the visual quality of the development, in accordance with South Cambridgeshire Local Plan 2004 saved policies Cambourne 2 and SE7, and South Cambridgeshire Local Development Framework Development Control Policies Development Plan Document policies DP/2 and DP/3.)
8. No development shall take place until a scheme for the provision of external lighting has been submitted to and approved in writing by the Local Planning Authority. The development shall subsequently take place strictly in accordance with the approved scheme.
(Reason – In the interests of amenity, security and the quality of the development, in accordance with South Cambridgeshire Local Plan 2004 saved policies Cambourne 2 and SE7, and South Cambridgeshire Local Development Framework Development Control Policies Development Plan Document policies DP/2, DP/3 and NE/14.)
9. During the course of construction, outside a secure compound area (a secure compound is defined as an area with a security fence extending to the ground, and with a gate extending to the ground and locked at night), any steep sided trench of less than 600mm deep must have at least one end sloped, and any steep sided trench of over 600 mm in depth must be covered or fenced if left open overnight.
(Reason – To prevent injury or death to badgers that may forage on the site, in accordance with South Cambridgeshire Local Development Framework Development Control Policies Development Plan Document policies DP/1, DP/3 and NE/6.)

10. Meter boxes shall not be installed on any elevation facing a highway other than in accordance with a scheme that shall have previously been submitted to and approved in writing by the Local Planning Authority.
(Reason – To avoid visual clutter in the interest of the quality of the development, in accordance with South Cambridgeshire Local Plan 2004 saved policies Cambourne 2 and SE7, and South Cambridgeshire Local Development Framework Development Control Policies Development Plan Document policies DP/2 and DP/3.)
11. Visibility splays shall be provided on both sides of all private drives and shall be maintained free from any obstruction over a height of 600 mm within an area of 1.5m x 1.5m measured from and along respectively the highway boundary.
(Reason – In the interest of highway safety, in accordance with South Cambridgeshire Local Plan 2004 saved policies Cambourne 2 and SE7, and South Cambridgeshire Local Development Framework Development Control Policies Development Plan Document policies DP/2 and DP/3.)
12. Visibility splays at road junctions and on the inside of bends shall be laid out and constructed to form part of the highway and not enclosed within the curtilages of adjoining properties.
(Reason – In the interest of highway safety, in accordance with South Cambridgeshire Local Plan 2004 saved policies Cambourne 2 and SE7, and South Cambridgeshire Local Development Framework Development Control Policies Development Plan Document policies DP/2 and DP/3.)
13. The permanent spaces to be reserved on the site for parking and turning of vehicles shall be provided before the respective dwellings are occupied and those spaces shall not thereafter be used for any purpose other than for the parking and turning of vehicles.
(Reason – In the interest of highway safety, in accordance with South Cambridgeshire Local Plan 2004 saved policies Cambourne 2 and SE7, and South Cambridgeshire Local Development Framework Development Control Policies Development Plan Document policies DP/2 and DP/3.)
14. No dwelling shall be occupied until the access road and footways linking that dwelling to the existing public highway network has been completed to at least base course level, and such roads and footways shall subsequently be surfaced to wearing course level within 6 months of the occupation of the last dwelling to be completed on the site.
(Reason – To protect the safety of users of the access roads and footways, and to enhance the appearance of the built environment, in accordance with South Cambridgeshire Local Plan 2004 saved policies Cambourne 2 and SE7, and South Cambridgeshire Local Development Framework Development Control Policies Development Plan Document policies DP/2 and DP/3.)

Reasons for Approval

1. The approved 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,
P5/4 Meeting Locally Identified Housing Needs

- **South Cambridgeshire Local Plan 2004: saved policies**
Cambourne 2
SE7 Development in accordance with Cambourne Masterplan and design guide.
- **South Cambridgeshire Local Development Framework, Development Control Policies 2007**
DP/1 Sustainable Development
DP/2 Design of New Development.
DP/3 Development Criteria
DP/6 Construction methods
HG/1 Housing Density
HG/2 Housing Mix
HG/3 Affordable Housing
TR/1 Travel
TR/2 Parking
TR/4 Non-motorised Modes
SF/10 Outdoor Play Space, Informal Open Space and New Developments
NE/6 Biodiversity
NE/14 Lighting

2. The proposal conditionally approved is not considered to be significantly detrimental to the following material considerations, which have been raised during the consultation exercise: compliance with Briefing Document, design, safety, landscaping, ecological protection and enhancement.

Informatives.

1. It appears to the Council in respect of this proposal that the following conditions of the outline planning permission continue to apply, and the applicant's attention is drawn to these and all conditions of that permission:

Condition 6 (vi) – implementation of landscaping.
Condition 7 (b) – time limit for commencement.
Condition 19 – noise protection scheme with 100m of occupied properties
(NB: requires submission prior to commencement).
Condition 28 – roads and footpaths to base course level.
Condition 37 – concealment of cables, meter boxes, etc.
Conditions 38 – 41 – aquifer protection measures.

2. This Decision Notice is accompanied by a List of Approved Drawings.

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

- South Cambridgeshire Local Development Framework Core Strategy (adopted January 2007)
- South Cambridgeshire Local Plan 2004 (saved policies)
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning File Ref: S/0012/08/RM

Contact Officer: Kate Wood – Principal Planning Officer (Major Developments)
Telephone: (01954) 713264

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO:	Planning Committee	2 April 2008
AUTHOR/S:	Corporate Manager – Planning & Sustainable Communities	

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

Purpose

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

Summaries

Mr & Mrs P Nisbet – Change of use of an existing barn to holiday accommodation – Land off Church Street, Little Gransden – Appeal dismissed.

2. The main issue in this appeal was the extent to which the means of access and traffic generated by the appeal would harm the rural character of the site and its surroundings.
3. The inspector was satisfied that the site has a distinctly rural character and saw that it is accessed from a bridleway and then a track. He considered the existing bridleway is unlikely to be used by any more than a few agricultural vehicles as well as pedestrians, ramblers and horse riders. The track appears to be even less used. As such, he found that cars and other vehicles arriving at and leaving the proposed holiday accommodation would be intrusive in this quiet rural setting. The more formalised use of the access would be at odds with the informal rural character of the area and effectively extend development into the countryside. While the number of vehicles would not be great and the use occasional, this would still amount to a permanent change to the way the site is used. This would be harmful to countryside interests.
4. The appellant sought to rely upon Policy ET/10 which supports the principle of development for holiday accommodation. The inspector accepted the Council's argument that this did not override the need to protect the countryside from inappropriate development. The inspector concluded that the means of access and the traffic generated would harm the rural character of the site and the surrounding area. The proposal was therefore contrary to Policies DP/2 and DP/3.

Mr L Crawford – Erection of nine apartments - 79/81 Hinton Way, Gt Shelford – Appeal dismissed

5. This application had originally been refused for two reasons. The second of these related to the loss of the existing nursery as a key village service. This reason was not pursued at appeal following a subsequent application in which this issue was not considered sufficient to justify refusal. The main issue, therefore, was the effect of the development on the character and appearance of the street scene.

6. 79/81 Hinton Road occupies a corner location. Most dwellings are set back from the road behind leafy frontages with long rear gardens. Gaps between buildings are generous and although the scale and height of buildings vary, there is no one dominant building. The new building would be set back from the existing building line and would extend significantly into the rear garden. Because of its height, the side elevation would appear bulkier than surrounding dwellings when seen from various viewpoints. Consequently, it would have a dominant appearance in the street scene.
7. This was found to result in significant harm to the cohesive character and appearance of the existing street scene. This harm was not outweighed by the need for more efficient use of land through higher density development and meeting general housing need.

January's Consultant Surveyors – Erection of nine age-restricted apartments following demolition of existing house – 6 Woollards Lane, Gt Shelford – Appeal allowed

8. As with the appeal listed above, this too was for a redevelopment of an existing site to provide a new building containing nine apartments. The issue here was again the character and appearance of the area, albeit Woollards Lane is part of the village conservation area.
9. Conservation Area Consent has already been granted for the demolition of the existing dwelling. In addition to development plan policies, the main parties referred to the Great Shelford Village Design Statement (“VDS”). Although not adopted as a Supplementary Planning Document, the inspector found it nonetheless provides a useful overview of features contributing to the character and appearance of the Conservation Area.
10. The VDS identifies Woollards Lane as a character area with a mix of commercial and residential buildings. The inspector agreed with this assessment noting there are substantial residential properties at its eastern end, some of which are set well back from the road. He found that the appeal property makes only a limited contribution to the character and appearance of the conservation area.
11. The new building was found not to be out of place with its surroundings. While its footprint would be greater than the existing house, this was acceptable given its greater depth of development. Plot coverage was not excessive. The proposed design and addition of wings would break up the mass of the building and present a varied and interesting street frontage. The overall effect would not be an unduly assertive or overbearing building when seen from the main public vantage points along Woollards Lane.
12. The Council had also expressed concern over the number of dormer windows. However, the inspector did not find them as excessively dominant elements in the design and such windows are found elsewhere in the area. He also found that the remodelling of the access and car parking area and attention to existing trees to be acceptable. The proposal would therefore preserve the character and appearance of the Conservation Area
13. Local concerns regarding traffic generation and the impact on highway safety were not considered to justify refusal.
14. The appeal was allowed subject to conditions regarding materials, constructional details, landscaping and boundary treatment, visibility splays, turning, parking and

cycle storage. Permission is also age restricted to at least one occupant in each apartment being aged over 55 years.

Mr & Mrs M Collins – Demolition of existing barn and erection of dwelling and garage – 47 West Street, Comberton – Appeal Allowed

15. The main issue in this appeal was the impact on the character or appearance of the village Conservation Area. The site forms part of an extensive property and is occupied by a timber clad, single storey barn. The replacement building would be a part two-storey, part single-storey dwelling. This part of the conservation area was found to be residential in character with a variety of dwellings in terms of age, materials and design. In this context, a new dwelling on the site would not be out of place.
16. There is a substantial pond to the south of the appeal site with views of it from the High Street. These views were found to be obscured or reduced from some vantage points by the existing barn and the frontage hedgerow. The existing barn is modest but was not considered to make a positive contribution to the conservation area. The new dwelling would be substantially larger, but would still allow adequate views through to the pond. This would facilitate a degree of openness, which would complement the character of the conservation area. This openness could be safeguarded by a condition removing certain permitted development rights.
17. The scale of the new dwelling was found to be acceptable and the stepping down of the ridge level would add interest to the overall composition. The proposal would be sensitive to the character of the site and its surroundings.
18. Planning permission was therefore granted subject to conditions regarding materials, landscaping and boundary treatment, no further extensions or fences without prior written permission, details of the proposed rooflights and measures to protect the pond during construction of the dwelling.

Bovis Homes Ltd – Enforcement notices requiring cessation of use as a sales showroom and removal of visitor car park, restoration of land and removal of white picket fence – Land at and adjacent to 107 Jeavons Lane, Cambourne – Appeals dismissed and enforcement notices upheld with corrections and variations

19. These appeals were determined by way of a hearing. This was attended by a representative of the Parish Council and two local residents.
19. The first notice (as corrected) alleged that the use as a sales information centre harms the character and appearance of the area and causes undue noise and disturbance for surrounding residents. The property lies within area GC13, which is a recently constructed housing development and nearing completion. The immediate area now has a settled residential character. The use had begun in June 2005 when the surrounding housing development was only just beginning. The appellant sought to retain it until the end of June 2008. The property will subsequently be sold as a dwelling.
20. The inspector found that the use of the property has not altered its fundamental design or appearance. However, the existing display of advertisements and the car park detract from the character of the surrounding area. The complaints from various residents were considered justified, particularly as the sales centre has been operating for some considerable time. The inspector concluded that the noise and

disturbance arising from vehicle movements and the perception of intrusive visitor movements is harmful to neighbours' amenities.

21. Given the imminent completion of the housing development, the sales centre has fulfilled its purpose. The inspector agreed that the appellant had been unresponsive to the Council's requests to remedy the breach of planning control and a temporary planning permission was not justified. Nonetheless, he considered that a continuation of the use until the end of June 2008 was an acceptable period in which to comply with the terms of the notice.
22. The second notice was related to the first. While some of its terms clearly exceeded what was reasonable, the inspector accepted that the use of the car park should cease and the area of white picket fencing around it should also be removed.
23. In spite of the harm found to exist, the inspector still considered that the required 28 day period for compliance gave the appellant too little time to make alternative arrangements. On balance, he found that four months was a more reasonable and proportionate response. This is what the appellant had requested as a minimum at the hearing.
24. The appeals were therefore largely dismissed and the objections of the Council and local residents upheld, subject to a compliance period that now expires on 11 July 2008. Local residents had also been concerned about highway safety, but the inspector had no compelling evidence to conclude this was a further reason to refuse planning permission.

Comment:

These appeals highlight the frustrations often associated with the impacts arising from unauthorised development and the issue of an enforcement notice. The notices were issued on 3 April 2007. The appellant asked for a hearing and then turned down the initial date offered, so that the hearing did not take place until 29 January 2008 – nearly 10 months after the notices were issued. This has allowed the appellant to extend the use until the beginning of July 2008, while the harm has continued throughout this time.

INDEX OF CURRENT ENFORCEMENT CASES
2nd April 2008

Ref No	Location	See Page No for full update	Remarks
18/98	Setchell Drove COTTENHAM	1-3	Plots 7, 7A and Four Winds being monitored.
34/98	Camside Farm Chesterton Fen Road MILTON	3-8	Defendants appeared before Cambridge Magistrates Court on 15 th May 2007. Each given a conditional discharge for 18 months with £200 costs. Awaiting determination of S/1653/07/F.
17/02	Land at Sandy Park Chesterton Fen Road MILTON	8-10	Temporary planning permission granted for 3 years for S/2364/06/F and S/1332/07/F subject to Secretary of State approval. Remove from active list.
10/03	Plot 12 Victoria View, Smithy Fen COTTENHAM	10-12	Site being monitored. Not currently proceeding with legal action as a result of decision by Planning Sub-Committee on 18 th June 2007.
15/03	Plots 1-11 Victoria View Smithy Fen COTTENHAM	12-14	Site subject of injunction. Compliance date 21 st March 2008. Verbal update to be given.
19/03	Land adjacent to Moor Drove Cottenham Road HISTON	14-16	Application made to the High Court for an injunction. Awaiting decision.
9/04	Land adjacent to Cow Fen Drove SWAVESEY	16-18	Defendant appeared at Cambridge Magistrates Court on 10 th January 2008. Each fined £700 with £200 costs. Injunctive action currently being considered by Legal.
3/05	Land adjacent to Hilltrees Babraham Road STAPLEFORD	18-19	Subject of report to April Planning Committee.
13/05	Plots 5, 5a, 6, 10 & 11 Orchard Drive COTTENHAM	19-20	Refusal of planning application S/1631/06/F appealed. Inquiry adjourned on 11 th March 2008 for appeal to be dealt with by written representations.

Ref No	Location	See Page No for full update	Remarks
18/05	Land off Schole Road (known as Cadwin Lane) WILLINGHAM	20-21	Three year temporary planning permission granted for 3 plots. Injunction granted on 18 th November restricting development on plots 3 and 4. Planning application S/2330/06/F to be determined for plot 5.
4/06	Plot 15 Water Lane Smithy Fen COTTENHAM	21-22	Appeal dismissed on 29 th January 2007. Compliance date 28 th January 2008. Legal options currently being considered.
5/06	Plot 17 Adjacent to Pine View Smithy Fen COTTENHAM	22-23	Considered by Planning Sub-Committee on 18 th June and 3 rd August 2007. Authority given to take direct action. No change.
8/06	Plot 15 1 London Way Clunchpits MELBOURN	23-24	Appeal allowed in part and dismissed in part. Partial compliance. Discussions continue.
12/06	Unit J Broad Lane COTTENHAM	24	Planning application S/1048/07/F refused. At Cambridge Magistrates Court on 10 th January 2008 the defendant was fined £1,000 for breach of Enforcement Notice and £500 for Breach of Condition with costs of £300. A further prosecution file has been submitted to Legal. A new planning application S/0334/08/F has been registered.
15/06	Land at Quarry Lane HASLINGFIELD	25	Enforcement Notice complied with. Remove from active list.
16/06	49 Broad Street CAMBOURNE	25-26	Enforcement Notice complied with. Remove from active list.
19/06	Land adjacent to Moor Drove HISTON	26	Injunction served on 7 th December 2006 to prevent further development of the site. Enforcement Notice issued 11 th February 2008. Compliance date 15 th May 2008.
1/07	Lanacre 86 Chrishall Road FOWLMERE	26-27	Enforcement Notice complied with. Remove from active list.
3/07	15 Field View BAR HILL	27	Enforcement Notice complied with. Remove from active list.

Ref No	Location	See Page No for full update	Remarks
5/07	107 Jeavons Lane CAMBOURNE	27	Awaiting appeal decision.
6/07	The Old Hall 61 High Street WEST WRATTING	27-28	Enforcement Notice appealed. Awaiting decision.
7/07	The Drift Cambridge Road BARTON	28	Enforcement Notice appealed. Local Inquiry listed for 18 th March 2008.
8/07	Land adjacent to Church Farm STEEPLE MORDEN	28	Enforcement Notice appealed.
9/07	The Old Coal Yard Chesterton Fen Road MILTON	28	Enforcement Notice dismissed on appeal. Remove from active list.
10/07	Falcon Caravan Park Wilson's Road LONGSTANTON	29	Enforcement Notice issued for removal of mobile home. Notice took effect on 1 st October 2007. Compliance period 6 months.
11/07	Land at 2 Cambridge Road FOXTON	29	Enforcement Notice issued for unauthorised use of land as a hand car wash. Allowed on appeal. Remove from active list.
12/07	The Firs 117 Duxford Road WHITTLESFORD	29	Enforcement Notice issued for unauthorised wall. Appeal dismissed. Notice took effect on 3 rd March 2008. Planning application S/0360/08/F to be determined.
13/07	20 South Road GREAT ABINGTON	29	Enforcement Notice issued on 3 rd September 2007 for unauthorised portable cabin. Notice took effect on 12 th October 2007. Compliance period 6 months.
15/07	17 Glebe Way HISTON	29	Enforcement Notice issued 3 rd September 2007 for unauthorised use of structure for residential use. Enforcement Notice appealed.

Ref No	Location	See Page No for full update	Remarks
16/07	38 Silver Street WILLINGHAM	30	Enforcement Notice issued 28 th September 2007 for unauthorised work on listed building. At Cambridge Magistrates Court on 10 th January 2008 the owner was fined £10,000 for unauthorised works. A listed building application S/0192/08/LB has been registered which complies with part of the Enforcement Notice. Site is being monitored.
17/07	Lordship Cottage Fardells Lane ELSWORTH	30	Enforcement Notice appealed.
18/07	North Hall Farm Barley Road GREAT CHISHILL	30	Enforcement Notice issued 6 th December 2007 for unauthorised use of farm offices. Notice appealed.
1/08	7 Flitmead CAMBOURNE	30	Enforcement Notice issued 2 nd January 2008. Took effect on 8 th February. Compliance period 1 month. Appealed.
2/08	8 Buck Lane LITTLE EVERS DEN	30	Enforcement Notice issued 22 nd January 2008. Took effect on 1 st March. Compliance period 3 months.
3/08	33 Cambridge Road LITTLE ABINGTON	30	Enforcement Notice issued 31 st January 2008. Took effect on 5 th March 2008. Compliance period 2 months.
4/08	33 West End WHITTLESFORD	31	Enforcement Notice issued 11 th February 2008. Took effect on 17 th March. Compliance period 2 months.