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27 May 2008

To: 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, 4 JUNE 2008** at **2.00 p.m.**

Yours faithfully
GJ HARLOCK
Chief Executive

The Council is committed to improving, for all members of the community, access to its agendas and minutes. We try to take all circumstances into account but, if you have any specific needs, please let us know, and we will do what we can to help you.

Members of the public and parish councils wishing to speak at this meeting must contact the Democratic Services Officer by no later than noon on Monday before the meeting.
A [public speaking protocol](#) applies.

Planning Applications might be considered in a different order to that published below to assist in the effective management of public speaking. Any revision will appear on the website the day before the meeting.

AGENDA

PAGES

PROCEDURAL ITEMS

- 1. Election of Chairman**
- 2. Appointment of Vice-Chairman**
- 3. Apologies**
To receive apologies for absence from committee members.
- 4. Re-appointment of the Planning Sub-Committee**
During 2007-08, the Sub-Committee consisted of seven members drawn from the Planning Committee – four Conservatives, two Liberal Democrats and one Independent. It is recommended that the Committee appoint seven members to serve on the Planning Sub-Committee during 2008-09.

- | | | |
|----|--|-------|
| 5. | General Declarations of Interest | 1 - 2 |
| 6. | Minutes of Previous Meeting
To authorise the Chairman to sign the Minutes of the meeting held on 7 May 2008 as a correct record. | |
| 7. | Temporary Stop Notice as a planning enforcement tool - Amendment to the Constitution | 3 - 6 |

PLANNING APPLICATIONS AND OTHER DECISION ITEMS

- | | | |
|-----|---|-----------|
| 8. | S/0505/08/F - Great Shelford (2 Mingle Lane) | 7 - 16 |
| 9. | S/0198/08/F – Waterbeach (Waterbeach Recreation Ground, Cambridge Road) | 17 - 26 |
| 10. | S/2048/06/F – Willingham (2 The Willow, R/O Green Acre, Meadow Road) | 27 - 30 |
| 11. | S/2183//06/F – Willingham (7 Belsars Field, Schole Road Willingham) | 31 - 36 |
| 12. | S/0458/08/F – Weston Colville (Land East of Common Road, Weston Wood Farm, Weston Woods) | 37 - 46 |
| 13. | S/0558/08/F – Comberton (Land at The Valley) | 47 - 70 |
| 14. | S/0468/08/F – Girton (11 Mayfield Road) | 71 - 84 |
| 15. | S/0597/08/F – Hardwick (7 Worcester Avenue) | 85 - 90 |
| 16. | C/6/9/1A - Cambridgeshire Guided Busway (Station Road, Longstanton) | 91 - 106 |
| 17. | S/0490/08/RM – Teversham (Land off High Street) | 107 - 114 |

INFORMATION ITEMS

The following item is included on the agenda for information and is available in electronic format only (at www.scambs.gov.uk/meetings and in the Weekly Bulletin dated 28 May 2008). Should Members have any comments or questions regarding issues raised by the report, they should contact the appropriate officers prior to the meeting.

- | | | |
|-----|---|--|
| 18. | 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 | |
|-----|---|--|

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Disturbance by Public

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

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The law allows Councils to consider a limited range of issues in private session without members of the Press and public being present. Typically, such issues relate to personal details, financial and business affairs, legal privilege and so on. In every case, the public interest in excluding the Press and Public from the meeting room must outweigh the public interest in having the information disclosed to them. The following statement will be proposed, seconded and voted upon.

"I propose that the Press and public be excluded from the meeting during the consideration of the following item number(s) 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(s) of Part 1 of Schedule 12A of the Act."

If exempt (confidential) information has been provided as part of the agenda, the Press and public will not be able to view it. There will be an explanation on the website however as to why the information is exempt.

Notes

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

South Cambridgeshire District Council

Planning Committee – 4 June 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:

Reason:

Personal / Personal and Prejudicial [delete as appropriate]

Item no: App. No. Villiage:

Reason:

Personal / Personal and Prejudicial [delete as appropriate]

Item no: App. No. Villiage:

Reason:

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

Personal / Personal and Prejudicial [delete as appropriate]

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

Reason:

Personal / Personal and Prejudicial [delete as appropriate]

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Reason:

Personal / Personal and Prejudicial [delete as appropriate]

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Personal / Personal and Prejudicial [delete as appropriate]

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO:	Planning Committee	4 June 2008
AUTHOR/S:	Executive Director / Corporate Manager, Planning and Sustainable Communities	

**TEMPORARY STOP NOTICE AS A PLANNING ENFORCEMENT TOOL
AMENDMENT TO THE CONSTITUTION****Purpose**

1. Whilst the majority of breaches of development control are appropriate to be addressed by the conventional Enforcement Notice mechanism that will be familiar to members, it may in some circumstances be essential for the local planning authority to act more quickly than this process permits where immediate and serious harm is being caused. Part of the available enforcement toolkit is the ability to issue a temporary stop notice where this is the case. Many breaches of planning control occur outside normal working hours and at weekends. Therefore it would be appropriate for planning enforcement to have the same emergency cover as other environmental and public health protection services for those incidents where an immediate response is indicated.
2. The Council's Constitution does not presently contemplate the use of the temporary stop notice power, effectively denying the potential benefit of rapid official response to relevant breaches that the enabling legislation was intended to facilitate. Accordingly, the Scheme of Delegation requires amendment to delegate the authority to issue a temporary stop notice to appropriate officers where it is considered there has been a breach of planning control and it is necessary to safeguard the amenity of the area immediately.
3. This is not a key decision.

Background

4. Temporary stop notice legislation came into force on 7 March 2005 and is contained in the Town and Country Planning Act 1990, sections 171E to 171H as amended by section 52 the Planning and Compulsory Purchase Act 2004.
 - (a) A temporary stop notice differs from the normal stop notice powers because there is no requirement to wait for an enforcement notice to be issued.
 - (b) In addition, the effect of a temporary stop notice will be immediate as it will not be necessary to wait three days before the temporary stop notice takes effect or give reasons why the temporary stop notice will take effect immediately.
 - (c) The temporary stop notice will have effect for a period of up to 28 days. During this period, the local planning authority must decide whether it is appropriate to take conventional enforcement action.
 - (d) A person guilty of contravention of a temporary stop notice is liable, on summary conviction (i.e. before Magistrates), to a fine not exceeding £20,000; and on conviction on indictment (i.e. in the Crown Court), to an unlimited fine.
5. The activities that a temporary stop notice may prohibit include: a use of the land, which is ancillary, or incidental to the unauthorised main use of the land; or a particular activity taking place on only part of the land; or an activity which takes place on the land intermittently or seasonally.

6. However, a temporary stop notice may not prohibit the unauthorised use of a building as a dwelling house or the continued stationing of a caravan on land where it is the main place of residence of the occupier.

Considerations

7. Given the strict and immediate effect of a temporary stop notice, compensation may be payable to the person with an interest in the land where a notice is served if there is no breach of planning control; where planning permission has been granted for the development; the development benefits from permitted development rights; a lawful development certificate is subsequently issued for the development or the temporary stop notice is withdrawn for reason other than the grant of planning permission for the activity specified in the notice. Consequently, it will be appreciated there must be a high degree of confidence that a breach of control actually exists and that there is an immediate need for it to be enforced against in terms of the planning harm being caused before this remedy is employed.

Implications

8.	Financial	Compensation may be payable as outlined in paragraph 7 above.
	Legal	The Principal Solicitor and Corporate Manager for Planning and Sustainable Communities will acquire additional delegated powers as detailed in paragraphs 8(a) and 8(b) below.
	Staffing	No staffing implications arise save that officers may need to act outside the core business hours of the Council.
	Staffing	No staffing implications arise save that officers may need to act outside the core business hours of the Council.
	Risk Management	Compensation may be payable as outlined in paragraph 7 above.
	Equal Opportunities	Not applicable

Consultations

9. The Corporate Manager, Planning and Sustainable Communities and the Democratic Services Manager have been consulted.

Effect on Corporate Objectives and Service Priorities

10.	Work in partnership to manage growth to benefit everyone in South Cambridgeshire now and in the future
	Not applicable
	Deliver high quality services that represent best value and are accessible to all our community
	Delegation of the authority to issue a temporary stop notice will assist the Local Planning Authority in acting promptly to address cases where serious planning harm exists.
	Enhance quality of life and build a sustainable South Cambridgeshire where everyone is proud to live and work
	Proper application of planning controls benefit the whole community.

Conclusion / Summary

11. Such amendment to the Constitution will delegate the authority to issue a temporary stop notice to the specified officers. The effect of issuing a temporary stop notice will be to require the halt of the breach of control or the specified activity immediately. The benefit will be an improvement in the amenity of the neighbourhood or, at least, the arrest of any worsening of the situation in these terms.

Recommendations

12. That it be recommended to Council that the Council's Constitution be amended as follows:

- (1) That in respect of Table 3 of Part 3 of the Constitution, paragraph 3(5) there be added the following addition, after section 3(5)(b):

"3(5)(C) Ibid S.171E: Whether there appears to be a breach of planning control and whether it is expedient that the relevant activity should cease immediately – Temporary Stop Notice"

- (2) That in respect of Additional Delegated Powers (page 70), there be an amendment where highlighted in *italics* as follows:

"1. The Principal Solicitor and Corporate Manager for Planning and Sustainable Communities are individually authorised to issue and serve Enforcement Notices, Stop Notices and Temporary Stop Notices in connection with material changes of use of land and operational development associated with relevant caravan use in breach of planning control."

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

Constitution of South Cambridgeshire District Council
Section 171E-H Town and Country Planning Act 1990 as amended
Town and Country Planning (Temporary Stop Notice) (England) Regulations 2005
Office of the Deputy Prime Minister (ODPM) Circular 02/2005

Contact Officer: Virginia Fu- Lawyer
Telephone: (01954) 713060

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee4th June 2008**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

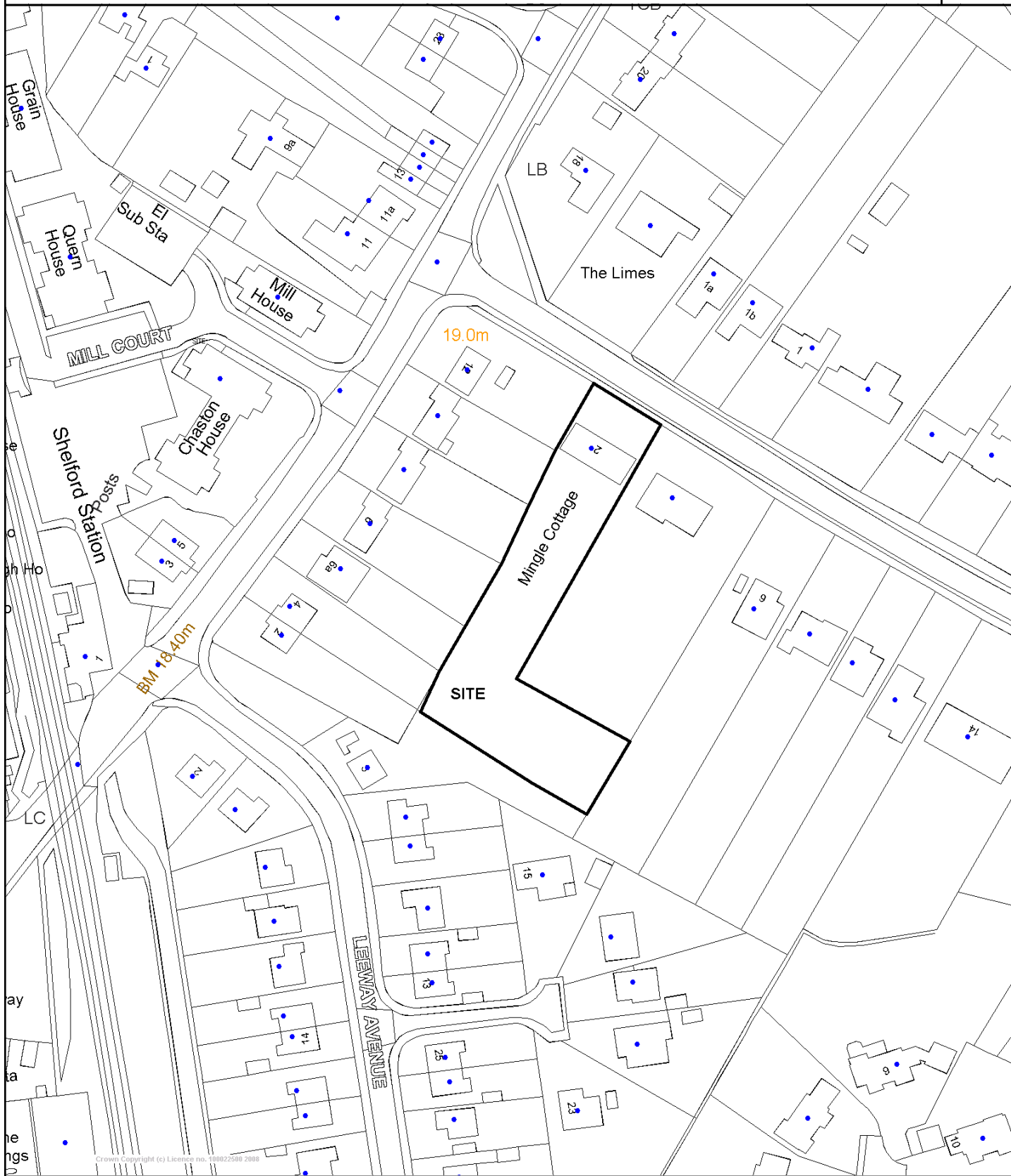
S/0505/08/F – GREAT SHELFORD**Erection of 2 Dwellings following Demolition of Existing House, 2 Mingle Lane for Mr C Nightingale****Recommendation: Refusal****Date for Determination: 12 May 2008****Notes:**

This Application has been reported to the Planning Committee for determination because the applicant is a District Councillor.

Site and Proposal

1. The application site is a 0.2 hectare plot of land sited to the rear of Nos. 2 and 4 Mingle Lane. The site forms part of the garden area to No. 2 Mingle Lane, a two storey brick/render and tile dwelling, and comprises a number of mature trees. To the south of the site are the rear gardens of dwellings within Leeway Avenue whilst to the west are properties within Hinton Way. The site is approximately 1.8 metres lower than the garden land of No.3 Leeway Avenue which lies directly to the south.
2. The full application, dated 14 March 2008, proposes the erection of a house and a chalet bungalow on the site following the demolition of the existing house. The new house on the frontage is shown to be a 5-bed unit on three floors (but 2½-storeys), with integral double garage. A driveway is shown to pass the southern side of the new dwelling, to serve the proposed chalet bungalow sited on the north-western end of the garden. This is to be a 2-bed dwelling in a T-form with detached double garage. The existing vehicular access onto Mingle Lane is to be widened to 5.0m for the first 12m, thereafter tapering to 3.5m.
3. The proposed driveway is shown to be bounded on the boundary with the new rear garden by a 1.8m high brick wall, otherwise the existing boundary fencing to the rear gardens of dwellings in Mingle Lane, Hinton Way and Leeway Avenue are to remain as existing.
4. The application is accompanied by a tree survey and arboricultural assessment. A walnut tree on the frontage is proposed to be felled in order to accommodate the widened vehicular access. This tree is assessed as desirable for retention although it has an unbalanced form with ivy present, but is to be felled to make way for development. Within the existing rear garden, several Lawson Cypress, three storm-damaged Willows and a dieback Sycamore are proposed for felling, but the majority of mature trees on the site boundaries are to be retained.
5. The density of development is 10 dwellings per hectare.

S/0505/08/F Gt Shelford



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June 2008 Planning Committee

Planning History

6. **S/2204/05/O** This application for the erection of a house at the rear of the existing dwelling was refused in 2006 on the grounds that the development would harm the appearance of the area because of its long driveway along its boundary with properties in Hinton Way and resultant loss of trees. A second refusal reason was on the ground of noise and disturbance to occupiers of these properties through use of the driveway.
7. An appeal against this decision reference APP/W0530/A/06/2012240 was dismissed on 21 September 2006. The Inspector considered that the long narrow access would be an unattractive feature that would detract from the character of the area. He also considered that the use of the driveway would give rise to harm to the adjacent occupiers in Hinton Way and to the applicant's own retained dwelling. He did not accept that the dwelling would be unacceptable on grounds of potential overlooking, security, drainage, potential subsidence or loss of garden area. He noted that the application was in outline only with no indication of siting or design of development, but he went on to say:

"I am not convinced that a house can be accommodated on this relatively small site without harm. The mature trees on the boundaries of the site make an important contribution to the character of the area and it has not been demonstrated that a house can be sited without damage to them. Without details of siting it is difficult to conclude that a house could be accommodated without harmful overlooking".
(paragraph 9)
8. **S/1013/05/O** – this outline application for the erection of a house to the rear of the existing dwelling was refused following a site visit by Members in October 2005, for similar reasons as in S/2204/05/O.

Planning Policy

9. Planning Policy Statement 3 "Housing", states that: A key objective is that Local Planning Authorities should continue to make effective use of land by the re-using land that has been previously developed" (Para 40).

"Density is a measure of the number of dwellings which can be accommodated on a site or in an area. The density of existing development should not dictate that of new housing by stifling change or requiring replication of existing style or form. If done well, imaginative design and layout of new development can lead to a more efficient use of land without compromising the quality of the local environment" (Para 50).
10. Cambridgeshire and Peterborough Structure Plan 2003
P1/3 (Sustainable Design in Built Development)
P9/8 (Infrastructure Provision)
11. **South Cambridgeshire Local Development Framework (LDF) Core Strategy** (2007) **ST/4** (Rural Centres) Development and redevelopment without any limit on individual scheme size will be permitted within the village frameworks of Rural Centres, such as Great Shelford provided that adequate services, facilities and infrastructure are available or can be made available as a result of the development.
12. **South Cambridgeshire Development Control Policies Development Plan Document** (2007)
DP/1 (Sustainable Development)

DP/2 (Design of New Development)

DP/3 (Development Criteria)

DP/4 (Infrastructure and New Developments)

HG/1 (Housing Density) Residential developments will make the 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.

SF/10 (Outdoor Playspace, Informal Open Space, and New Developments)

13. **Great Shelford Village Design Statement** (2004) concludes, amongst other, that future development should mirror existing domestic scale and diversity of style and should embody good design of its kind and relate intelligently to the character and context of the village.

Consultations

14. **Great Shelford Parish Council** – has made no recommendation but has provided the following comments:

“The applicant is a member of the parish council planning committee and well known to all the members.

The site has been the subject of an appeal which was dismissed by the inspector on the grounds that the access would cause noise and inconvenience to neighbouring properties and the existing property. The inspector also noted that the mature trees on the boundaries of the site made an important contribution to the character of the area. This application differs in that the access has been moved to the opposite side of the plot, the existing house is to be demolished and a significant beech tree in the centre of the rear plot has been removed.

We can see no objection to the demolition and replacement of the building on the frontage, though the height and mass of the new 3 storey dwelling will appear dominant in the street scene and will cause some overshadowing of the garden of 10 and 12 Hinton Way. The 1st floor windows on the NE elevation should be of obscured glass.

The Parish Council has always resisted in the past the erection of dwellings behind existing dwellings on single plots in line with the now replaced policy HG11. We would ask the planning authority to ensure that it is completely satisfied that the new access and chalet bungalow do not contravene policies DP/1, 2 and 3 of the LDF Development Control Policies and that the issues raised by the Inspector have been resolved.

If the Authority is minded to grant approval the existing fence along the boundaries of the plot which is in a poor state of repair should be replaced by a new 2m high close boarded fence.”

15. The Parish Council has also added that some residents are concerned that a beech tree was felled that was put forward for a TPO in the report to the Development and Conservation Control Committee on 4 January 2006.

16. **Local Highway Authority** – No objection in principle, subject to recommended conditions and informatives.

17. **Trees and Landscape Officer** – no objection in view of the acceptable appraisal and tree survey submitted with the application. Tree protection measures should be put in place during the construction period.

Representations

18. Letters of objection have been received from nos. 2, 4, 4A, 6, 8 and 10 Hinton Way, nos. 1A and 4 Mingle Lane, and no.3 Leeway Avenue. These together represent the occupiers of all but one of the dwellings adjoining the site. The concerns raised are:
- a) Inspector's comments
 - a) The Inspector's concerns of September 2006 still apply;
 - b) The Inspector considered the garden area to be unsuitable for a dwelling.
 - b) Trees and wildlife
 - a) Did the tree felling on the site in December 2007 have the appropriate consents? The Inspector referred frequently to mature trees in his reasoning;
 - b) Concern that the tree survey does not show the position of the (felled) Maples and Beech on the proposed site of Plot 2;
 - c) Concern about future tree felling at the front of the house to gain access to the garage.
 - d) Harm to trees on the frontage and in the rear garden following construction of the dwellings;
 - e) Retained trees should be TPO'd;
 - f) The report to Development and Conservation Control Committee of 5 October 2005 reference S/1013/05/O recommended that a TPO be served on the Beech (on the site of Plot 2)(in the event of planning permission being granted);
 - g) The Great Shelford Design Statement recognises the need to protect private garden areas for their wildlife value. The connected gardens at the rear of houses in Mingle Lane and Hinton Way are unique for wildlife in this way and would be harmed by development.
 - c) Fences
 - a) The fencing to the gardens in Hinton Way is in a poor state of repair and requires replacement.
 - d) Scale and height
 - a) None of the houses in Hinton Way or the south side of Mingle Lane are more than two-storeys in height. The proposed replacement house is too high and is out of character.
 - e) Residential amenity
 - a) The proposed house on Plot 1 is overbearing on adjacent properties;
 - b) Loss of light to the garden of 10 Hinton Way;
 - c) There is no guarantee that the high level roof lights in the north west elevation of Plot 1 would not give rise to overlooking of adjacent gardens 10 and 12 Hinton Way;
 - d) Rear gardens of houses on Hinton Way would be overlooked from the rear elevation of the frontage house;
 - e) Windows in the rear dwelling Plot 2 would overlook the gardens of 4, 4A and 6 Hinton Way, especially the high level circular window in the first floor; ground floor dining room windows will also overlook the same properties;
 - f) Plot 2 is overbearing on adjoining properties;

- g) Any overlooking windows should be obscure glazed;
 - h) Noise from the proposed driveway to Nos. 2 and 4 Mingle Lane, and to adjoining rear gardens in Hinton Way;
 - i) Allowing access to the rear garden will result in increased security risk to adjoining dwellings in Hinton Way and Leeway Avenue.
- f) Backland development
- a) There is no precedent for backland developments of this type in Great Shelford;
 - b) Precedent for further development;
 - c) Contrary to recent planning guidelines on backland development;
 - d) Other Councils, for example East Cambridgeshire District Council, resist backland development in their policies.
- g) Highways
- a) Highway dangers from more traffic using the junction with Hinton Way;
 - b) The access to Mingle Lane is close to a bus stop and is already subject to frequent queuing;
 - c) Parking in front of the house in Mingle Lane will obstruct traffic.
- h) Other issues
- a) Drainage arising from ground works on the site of Plot 2;
 - b) If approved, permitted development rights should be removed from Plot 2.

Agent's representations

19. The agent has indicated strong disagreement with officers concerning the density of development on the site. The agent considers that two dwellings is the limit of what could be developed on the site, taking into account the character of development in the area, which is of 'frontage properties that are detached, relatively substantial and generally take up a fair proportion of their overall site frontage'. The proposal 'does precisely the same thing, and I do not believe that there is any local precedent for requiring a pair of semi-detached properties'. The agent believes his view is well founded in government advice in 'PPS3-Housing' (2006). He concludes, 'I see no real logic/justification for the stance taken, other than to muse that perhaps this is all a play to try to ensure that an affordable unit is provided as part of the development (which of course would not be required under the current proposal)'.

Planning Comments

Principle of development

20. Policies DP/2 and DP/3 together do not in themselves preclude the development of a dwelling to the rear of another, served by the same access. The Inspector on appeal S/2204/05/O did not object to such a scheme in principle, but noted that the presence of mature trees which were growing centrally on the site at that time effectively prevented any adequate location for a backland dwelling. The current scheme differs from that rejected on appeal in significant ways: it proposes the redevelopment of the frontage dwelling; it has moved the driveway centrally within the site and shown a brick wall to the rear garden boundary of the new frontage house to protect amenity from traffic noise using the driveway; the driveway itself has been provided with a varied alignment to minimise any long view down it from Mingle Lane; full details of the dwellings have been submitted which enable issues of overlooking and other matters to be assessed; and finally, trees centrally within the site have been removed,

so giving more opportunity for the siting of a dwelling at the southern end of the garden.

21. The site is in a sustainable location in a village with good public transport links. Policies ST/4 and HG/1 encourage the best use of land in such settlements. The current proposal represents a density of 10 dwellings per hectare, which is significantly below the recommended 40 dph. I consider that there is no clear reason why the frontage plot, if it is to be redeveloped, should not accommodate two dwellings, with adequate provision for parking and turning of vehicles, and the retention of at least two trees. Such dwellings could be similar in scale and appearance to the current proposal, if designed as a semi-detached pair. The resultant density, at 15 dph, would represent a more efficient use of land. I consider that legitimate concern could be raised to a higher density of development on this site, taking into account likely impact on neighbouring amenity and the need to provide access and parking using the limited frontage. I note the agent's concerns with reference to the character of development in the area and the advice provided in PPS3 Housing, but I consider that the balance rests in favour of a higher density of development on the site in the interests of the more efficient use of land. A consequence of increased density will be the need to provide affordable housing in accordance with the requirements of Policy HG/3 of the adopted LDF 2007.

Scale and appearance

22. The proposal shows a 2½-storey dwelling adjacent to single storey dwellings in Mingle Lane. I note that the adjacent dwelling to the north west at 12 Hinton Way is two-storey with a similar ridge height, and that the design of the proposed dwelling on Plot 1 shows a reduced ridge height adjacent to the bungalow at 4 Mingle Lane. I acknowledge that the main ridge on Plot 1 is higher than the existing house by some 2.0m, but the design, which includes low eaves along part of the front elevation, will not appear incongruous in the street scene at this point, in my opinion.
23. The mix of housing complies with Policy HG/2 (Housing Mix).

Residential amenity

24. The proposed dwelling on Plot 1 at the front of the site would have more impact on the amenities of the adjoining dwellings at 10 and 12 Hinton Way, by virtue of a north west elevation that is longer and higher than the existing. The impact is partly ameliorated by the length of the rear gardens to these properties at 23m to 24m. Taking this into account, I do not consider that any serious loss of amenity would result to these dwellings by reason of overbearing impact, overshadowing or loss of light. The dwelling on Plot 2 is considerably lower and set on a lower ground level, and so will have only minimal impact on adjoining dwellings on these grounds.
25. I do not consider that any undue overlooking of neighbouring properties would result from windows in the proposed dwellings, as all windows in facing elevations above first floor level could be either obscure glazed or set above eye-level. Permitted development rights for any further such windows could be removed. The windows in the rear elevation of Plot 1 would have only oblique views of the rear part of gardens in Hinton Way. I do not consider there to be a reasonable case for refusal of the proposal on this ground.

Trees

26. The proposal includes the removal of one poorly formed Walnut tree from the front elevation, and several mature Willows in the rear garden. The Trees and Landscape Officer does not consider that these are suitable for protection, as they do not have sufficiently high amenity value, accordingly I do not consider that this is sufficient ground for refusal of planning permission.
27. Several objectors have referred to the Inspector's concerns about the loss of trees, but his comments were made in the context of a proposal to fell the majority of trees on the north western boundary, which are to be retained in the present scheme. Also, the felling of trees on the site which were not protected prior to the submission of the current application was not unlawful, and does not amount to a reasonable basis to refuse the application, in my opinion.

Other matters

28. In the event of planning permission being granted for the development, I would recommend that conditions be attached for the removal of permitted development rights for the insertion of further windows, and for a scheme for the provision of recreational infrastructure to be provided in accordance with Policy SF/10.
29. I have carefully considered the other matters raised by the Parish Council and objectors. None in my opinion is so serious as to represent a defensible reason for refusal of planning permission.

Recommendation

30. Refusal

The development fails to make efficient use of the application site as the proposed scheme represents a density of 10 dwellings per hectare. Better use of the site could be achieved without harm to the character of the area, which is generally of houses and bungalows. The Local Planning Authority acknowledges that exceptional local circumstances exist in this part of Great Shelford, including the character of development in the area, and the desirability of protecting the amenity of adjoining residential occupiers, and of retaining existing trees with significant amenity value, which in combination would preclude development of a minimum density of 40 dwelling per hectare, nevertheless the development fails to comply with Policy HG/1 (Housing Density) of the South Cambridgeshire Local Development Framework 2007 which seeks to achieve development at a higher net density in more sustainable locations such as Great Shelford, which is close to a good range of services and facilities and where there are good transport services.

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

- Great Shelford Village Design Statement (2004)
- South Cambridgeshire Local Development Framework (LDF) Core Strategy, adopted January 2007
- South Cambridgeshire Development Control Policies Development Plan Document (2007)
- Cambridgeshire and Peterborough Structure Plan (2003)

- Planning Policy Statement 3 – Housing (2006)
- Planning File refs S/0505/08/F, S/2204/05/O, S/1013/05/O

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee4th June 2008**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

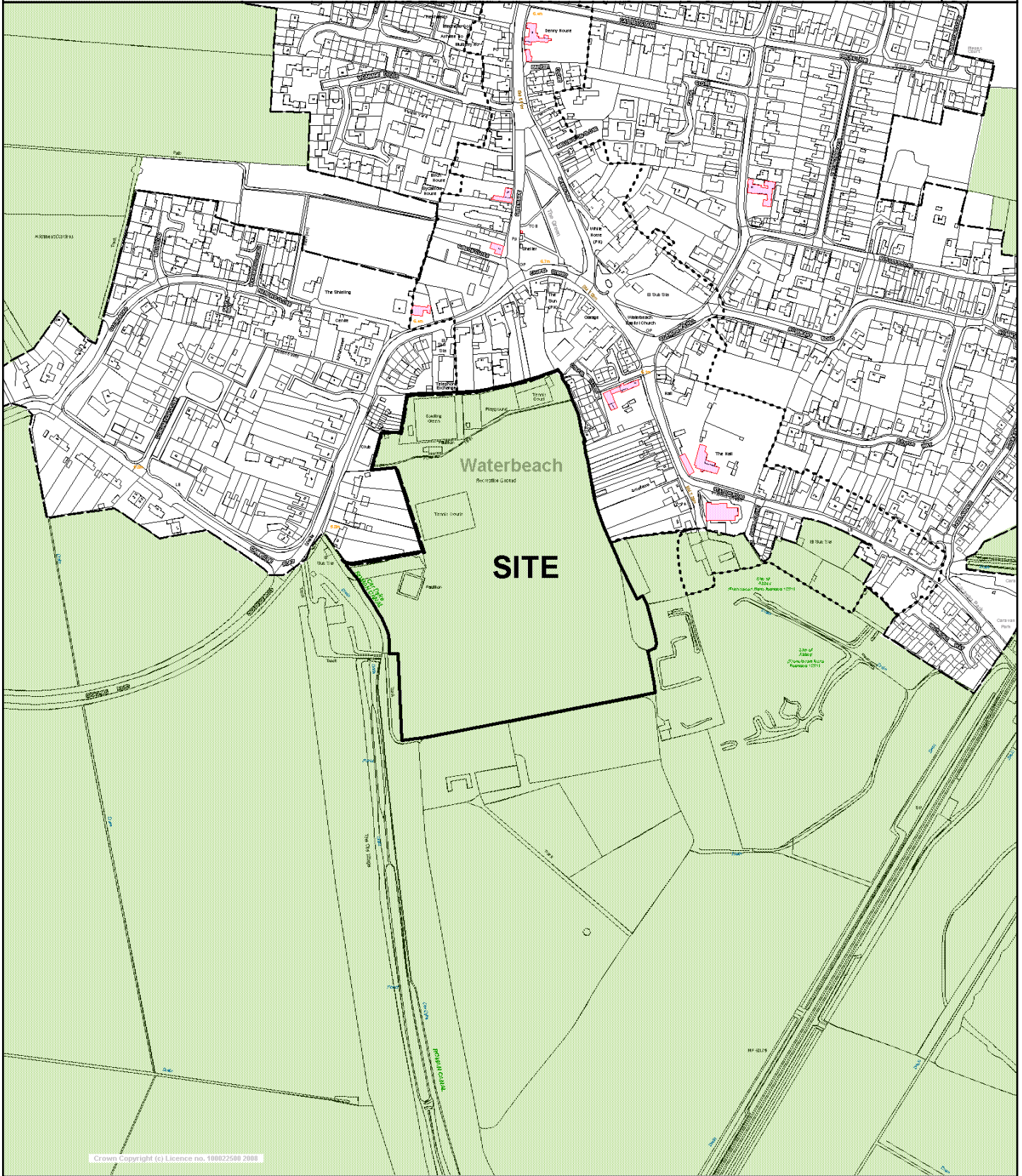
S/0198/08/F - WATERBEACH**Community Building at Waterbeach Recreation Ground, Cambridge Road for Waterbeach Parish Council****Recommendation: Delegated minded to approve****Date for Determination: 1st May 2008 (Major)****Notes:**

This Application has been reported to the Planning Committee for determination because the proposal is contrary to the development plan and will be referred to the Secretary of State.

Departure Application**Site and Proposal**

1. The recreation ground, measuring approximately 6 hectares, is sited to the south of the village of Waterbeach outside of the village framework and within the Cambridge Green Belt. The scheduled ancient monument, Car Dyke, lies adjacent to the west of the site. To the northwest the site is adjoined by rear gardens of properties fronting Cambridge Road and the Beach Social Club. To the north residential and commercial properties fronting Chapel Street, in the heart of the village, and to the east residential properties on Station Road back onto the site. To the south and southeast lies open countryside. The site is flat and bordered by mature hedges to east and southern boundaries.
2. It has vehicular access via a dirt track off Cambridge Road and further pedestrian accesses are provided off Cambridge Road and Chapel Close. Car parking is currently provided within an area north of a modern pavilion sited on the western side of the ground.
3. This full planning application, received on 31st January 2008, seeks permission for a community building, primarily to serve the needs of a well-established youth club that operates currently from the Old Pavilion building on the recreation ground. The building proposed measures 15.0m by 16.0m and is 7.3m high. The building will provide a hall with ancillary rooms, including a mezzanine within the roof space. The application was amended on 16th May 2008 to include a fly-hip roof design and additional car parking area to provide a total of 50 spaces.
4. The application was accompanied by eleven letters of support from organisations such as Waterbeach and Landbeach Action For Youth (WAY project), and arts development officer for Start (who support arts development), a police community officer, Waterbeach Colts Football Club, three youth club workers; and a letter from Waterbeach Youth Club signed by

S/0198/08/F - Waterbeach



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twenty-one individuals. These letters acknowledge the very important role the facility would provide, primarily to enable a very successful youth club that serves the village to expand into purpose built facilities. The club currently operates from the old pavilion and is limited in space and with Health and Safety implications. The roles of the youth club in relation to youth activities, anti-social behaviour and building within the youth population a sense of community and pride in the village. The new facility would enable the youth club to accommodate the increasing numbers of youth who wish to attend.

5. The Parish Council, in support of its application, has submitted two letters. These reiterate the need for purpose built community facilities. It notes:
 - (a) The importance of the youth facilities in keeping crime and vandalism low in Waterbeach.
 - (b) Letters of support clearly identify the need for improved facilities for the youth club.
 - (c) The village Plan project identifies a need for community space for healthy living classes and public access to the internet, which can be provided alongside the youth club.
 - (d) The design incorporates a mezzanine storage area to accommodate further expansion.
 - (e) This building means the Old Pavilion will be vacated, freeing up valuable space for a Parish Council office or youth club.

Planning History

6. **S/0239/95/F** – an application for permission change of use of land to recreation ground with car park (retrospective application) and erection of a sports pavilion was approved in relation to land adjacent to the recreation ground, off Cambridge Road.
7. **S/0093/99/O** – approved a community building (use class D1).
8. **S/1183/00/F** – granted permission for a pavilion and bowls green.
9. **S/0971/01/F** – an application for change of use of tennis court to fenced play area was approved.
10. **S/1536/01/F** – proposed extensions to the old pavilion to create a multi-purpose community building together with access and parking was refused.
11. A proposal to extend the old pavilion (ref. **S/0743/02/F**) to create a multi-purpose community building together with access and parking was approved. This has not been implemented.
12. A current application, submitted in tandem with the subject proposal for groundsman's shed is due to be approved under officers' delegated powers (ref. **S/0197/08/F**).

Planning Policy

Cambridgeshire and Peterborough Structure Plan 2003:

13. **Planning Policy Guidance 2, “Green Belts”**, states: The construction of new buildings inside a Green Belt is inappropriate unless it is for the following purposes, inter alia: essential facilities for outdoor sport and outdoor recreation and for other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land within it.
14. **Policy P1/3 – Sustainable Design** requires a high standard of design and sustainability for all new development, which provides a sense of place and responds to the local character of the built environment.
15. **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 Development Core Strategy DPD 2007:

16. **Policy ST/1 – Green Belt** establishes that a Green Belt will be maintained around Cambridge, which will define the extent of the urban area.

South Cambridgeshire Development Control Policies DPD 2007:

17. **Policy DP/1 – Sustainable Development** 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.
18. **Policy DP/2 – Design of New Development** states that all new development must be of high quality design and, inter alia:
 - (a) Preserve or enhance the character of the local area.
 - (b) Conserve or enhance important environmental assets of the use.
 - (c) Include variety and interest within a coherent design.
 - (d) Provide higher residential densities, and a mix of housing types including smaller homes.
 - (e) Provide high quality public spaces.
 - (f) Include high quality landscaping compatible with the scale and character of the development and its surroundings.
19. **Policy DP/3 – Development Criteria** states:

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

 - (a) Affordable housing.
 - (b) Car parking, with provision kept to a minimum.
 - (c) Safe and secure cycle parking.
 - (d) Outdoor play space.
 - (e) Safe and convenient access for all to public buildings.
 - (f) Screened storage and collection of refuse, including recyclable materials.
 - (g) A design and layout that minimises opportunities for crime.

- (h) Financial contribution towards the provision and, where appropriate, the maintenance of infrastructure, services and facilities required by the development.
 - (i) It also states planning permission will not be granted where the proposed development would have an unacceptable adverse impact, inter alia:
 - (a) Residential amenity
 - (b) From traffic generated
 - (c) On village character
 - (d) On ecological, wildlife and archaeological interests.
 - (e) On flooding and flood risk.
 - (f) On recreation or other community facilities.
20. **Policy GB/1 – Green Belt** states that there is a presumption against inappropriate **development** in the Green Belt, as defined in section 3 of PPG2: Green Belts.
21. **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.
22. **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.
23. **Policy CH/2 – Archaeological Sites** requires that archaeological sites will be protected in accordance with national policy (currently PPG16).
24. **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.
25. **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.
26. **Policy TR/4 - Non-motorised Modes** states that 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

27. **Waterbeach Parish Council** – has not commented. It is the applicant.
28. **Sport England** – comments to be reported verbally.
29. **Landscape Design Officer** – comments to be reported verbally.
30. **Local Highway Authority** – has no objection, commenting on the initial scheme that the applicants have demonstrated that there is adequate visibility available at the existing access. The additional vehicle movements on the existing access are acceptable. It requests that conditions be added if approved requiring pedestrian visibility splays and the manoeuvring area be provided as shown on the plan; and are retained and kept free of obstruction. Further comments on the amended scheme will be reported verbally.
31. **Waterbeach Internal Drainage Board** – has no comment from a drainage point of view.

Representations

32. None received.

Planning Comments – Key Issues

33. The key considerations in determining this application are sustainability, Green Belt, design, car parking, the existing playing field, archaeology, and the extant planning permission.

Sustainable principles

34. The proposal will enable the Parish to provide additional infrastructure to meet the needs of its expanding population. The location is easily accessible via foot, cycle or public transport due to its proximity to and footpath connections with the village centre. The proposals do not include cycle parking provision, however this could be the subject of a planning condition, and will minimise the need to travel by car. The facility will contribute towards the creation of a mixed and socially inclusive community, as supported by the letters accompanying the application. It will not harm biodiversity or the natural environment.

Design

35. The initial submission for a gabled roof was considered to not fit comfortably with the existing pavilion, next to which it is to be sited, as this has a hipped roof. The revised design shows a 'fly-hip' roof type. This is an acceptable compromise, as it better reflects with its neighbour and eases its visual impact on the countryside. The building is compatible with its surroundings in terms of its scale, mass, form, siting, design, proportion and materials, which reflect the existing pavilion.

Car parking

36. The amended site layout plan shows a larger area of car parking. It is not clear from it that fifty spaces can be provided. In order to adequately meet the existing and proposed needs a more detailed layout plan has been requested to ensure that provision is closer to the level set out in policy TR/2. Members will be updated verbally at the meeting.

Highways

37. The conditions requested by the Local Highway Authority are noted, however, the access is as existing and it is not proposed to alter it. They note that the scheme is acceptable. The conditions are unnecessary and do not meet the tests set out in Circular 11/95, "The use of conditions in planning permission".

Green Belt

38. The proposed site is within the Green Belt. The use is not one that is identified as 'appropriate' in PPG2 (Green Belts). The building is well-related to the existing pavilion and is compatible with the existing recreational use of the site. Although the comments of Sport England are awaited it is officers' view that there will not be significant harm to the recreation function of the playing field, as it is on a little used area, away from the sports pitches. The design is considered to minimise its visual impact upon the countryside but any building will reduce openness of the Green Belt. No other significant harm has been identified in considering the application. The harm by way of inappropriateness is outweighed by the very special circumstances put forward by the applicant i.e. the need for improved community facilities and benefit to the community.
39. The proposal falls within the requirements of The Town and Country Planning (Green Belt) Directive 2005, as it is inappropriate development that would have a significant impact upon the openness of the Green Belt due to its relatively prominent location in the landscape.

Recommendation

40. That the Committee, subject to receiving a detailed car parking plan, the comments of the Local Highways Authority, Landscape Design Officer and Sport England, be minded to approve the application and that it be referred to the Secretary of State in accordance with The Town and Country Planning (Green Belt) Directive 2005.
41. In the event that the Secretary of State does not call the application in for her decision, approval, as amended by letter dated 3rd April 2008 and drawing nos. KK/0802/1 rev. A, KK/0802/2 rev. A and KK/0802/4 rev. A be issued with the following planning conditions attached:
1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
(Reason - To ensure that consideration of any future application for development in the area will not be prejudiced by permissions for development which have not been acted upon.)
 2. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details 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. The details shall also include specification of all proposed trees, hedges and shrub planting, which shall include details of species, density and size of stock.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)

3. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of five years from the date of the planting of any tree that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, another tree of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)

4. Notwithstanding the submitted details, which are specifically omitted from this permission, no development shall take place until details of the materials to be used in the construction of the external surfaces of the buildings hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)

5. The building, hereby permitted, shall not be occupied until parking and turning space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

(Reason - In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

6. The building, hereby permitted, shall not be occupied until covered and secure cycle parking has been provided within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

(Reason - To ensure the provision of covered and secure cycle parking in accordance with Policy TR/2 of the adopted Local Development Framework 2007.)

7. No development shall take place until a scheme of ecological enhancement has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the features to be enhanced, recreated and managed for species of local importance both in the course of development and in the future. The scheme shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority.

(Reason - To enhance ecological interests in accordance with Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007.)

8. No external lighting shall be provided or installed within the site other than in accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority.
(Reason -To minimise the effects of light pollution on the surrounding area in accordance with Policy NE/14 of the adopted Local Development Framework 2007.)
9. No development shall take place until a scheme for the siting and design of the screened storage of refuse has been submitted to and approved in writing by the Local Planning Authority. The screened refuse storage [for each dwelling] shall be completed before that/the dwelling is occupied in accordance with the approved scheme and shall thereafter be retained.
(Reason - To provide for the screened storage of refuse in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

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

- South Cambridgeshire Core Strategy DPD 2007
- South Cambridgeshire Development Control Policies DPD 2007
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning Policy Guidance 2: Green Belts
- Circular 11/95
- Planning files ref. S/0239/95/F, S/0093/99/O, S/1183/00/F, S/0971/01/F, S/1536/01/F, S/0743/02/F, S/0197/08/F and S/0198/08/F

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee 4th June 2008
AUTHOR/S: Executive Director / Corporate Manager - Planning and Sustainable Communities

S/2048/06/F - WILLINGHAM

Siting of 1 Gypsy Mobile Home, 2 Touring Caravans and Amenity Block at 2 The Willow, R/O Green Acre, Meadow Road for Mrs C Smith

Recommendation: Temporary Approval

Date for Determination: 18th December 2006

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

Members will recall that at the February Meeting (Agenda Item 7), which is attached as an Appendix to this report, it was resolved that the application be refused on the basis that local service providers could not cope with additional pressure. Should there be no such evidence, the application would be referred back to Committee.

Update**Travellers and Housing Support Team leader**

1. I have been in touch with the applicant and Team for Traveller Education at the County Council. Mrs C Smith's application for planning permission was registered with South Cambridgeshire District Council in October 2006. The applicants' two children have been in education prior to, and since, the planning application was submitted.
2. Mrs C Smith's children's need are being met locally already and as such the approval of this application would have no additional call on places at local schools.
3. Any children in need of specialist support in respect of their educational needs are provided with such services regardless of their ethnicity. I would be concerned if the assumption was made that all Gypsy and Traveller children need specialist support in their education, as this could be perceived to be judgmental.

Planning Policy

4. The relevant Development Plan documents are referred to in Agenda Item 7.

Consultation

5. Consultee responses to the application are outlined in Agenda Item 7.

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Further representations from the applicant

6. My daughter Theresa has undertaken work experience in Willingham as part of her year 10 schooling programme. Since the lodging of the application in 2006 I have obtained work locally in Willingham and Cottenham Co-op. My family and I are at our most settled in a very long time but the undetermined planning application of November 2006 still leaves us in a state of instability in respect of planning for our future.

Planning Comments

7. As a result of the January meeting the key issue that needs to be addressed is whether there is evidence of an inability of local service providers to cope with the additional pressure of the proposal.
8. In this case, it is difficult to determine which "local service providers" should be used in the assessment of whether the proposal would cause an unacceptable pressure on its provision. The applicant has been working in the village, living on the site for 2 years and her children attend the local school.
9. There have been no adverse comments from, The Chief Environmental Health Officer, Traveller Liaison Officer, of the consultees. Drainage will be conditioned and subject to further approval. This would include a requirement to demonstrate that connection to public foul water sewer is not available.
10. The County Council Team for Traveller education has confirmed that the approval of this application would have no additional call on places at local schools.
11. The applicant has been registered with the Willingham GP for about 18 months and was registered with them for approximately 7 years when she was last resident on the site. There would therefore be no additional pressure on the local medical practice if this application were approved.
12. The GTPD is still at consultation stage. The Parish Council has concerns about the cumulative impact of Traveller sites within the Parish. There is an injunction on land within Willingham to prevent the establishment of new Traveller sites in the Parish. The planning approach in this interim period to existing occupied travellers site has been to grant a temporary planning consent on a without prejudice basis. This approach takes into account adopted government guidance and complies with the Local Development Plan. This is not a new travellers site. Mrs Smith has long established connections with the area. The planning principle of determining this application should be on the same basis as other occupied sites.
13. Plot 2 has not been created by subdivision of an adjacent plot. The site is currently well-screened from the south by an established hedge. As stated in my previous report I am confident that appropriate landscaping within the site could take place to reduce the impact of the structures on the site. I am of the view that the proposal would not be detrimental to the visual appearance of the countryside and rural character of the area.
14. It seems to me in the absence of any indication that the proposal would cause an unacceptable strain on the level of local service provision there are no planning grounds for refusing this application.

15. Should this application be refused and an appeal is lodged, the Council would have to demonstrate that approval of this application would place an unacceptable burden on village services. This would be over and above that generated by existing gypsy sites. There is no evidence of this; particularly as the Smith family already works and resides in the village and attend the local school. In these circumstances, the appellant could well succeed in an award of costs against the Council.

Recommendation

16. That temporary permission is granted for 3 years subject to conditions including a requirement to provide proper landscaping and drainage.

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

- Government Circular 1/2006
- PPS3 Housing
- South Cambridgeshire Local Plan 2004
- South Cambridgeshire Local Development framework Gypsy and Traveller Development Plan Document Issues and Options Report October 2006.
- Cambridge Sub-Region Traveller Needs Assessment 2006
- Planning Application Files Ref S/1420/91/F, S/0898/91/F
- Agenda Item 7. Report to February 2008 Planning Committee.

Contact Officer: Ann Caffall
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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee4th June 2008**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

S/2183/06/F - WILLINGHAM**Siting of 1 Gypsy Mobile Home, 2 Touring Caravans and 1 Portable Utility Building
at 7 Belsars Field, Schole Road
for Mr and Mrs Lee****Recommendation: 3 year Temporary Consent****Date for Determination: 9th January 2007****Site and Proposal**

1. The application relates to a plot of land 23m x 25m on the north side of Schole Road. The site is currently vacant and set back some 40m from the road frontage. The site is partially surfaced with hardcore. Access is via an unmade track from Schole Road. The plot is marked by post and wire fencing save the western boundary where a close-boarded fence has been partially erected. Between the application site and Schole Road is a vacant plot of land.
2. To the west of the track, on the front part of the site adjacent to Schole Road are two authorised residential caravans and a wash block (S/1953/91). Refusal of permission on the rear of the site for four mobile homes for Mr Bibby was dismissed on appeal (S/0856/04/F).
3. To the south east of the site fronting the road planning permission for the siting of 2 caravans, utility block and mobile chalet/Medical unit for a disabled person for Mr and Mrs Brown, was allowed at appeal. (S/2502/04/F).

Planning History

4. S/0313/90 Stationing of 3 mobile homes – Refused.22 March 1990

Planning Policy

5. The relevant development plan for this application is the **South Cambridgeshire Local Development Framework (LDF)**.
6. The LDF comprises a suite of Development Plan Documents (DPD) one of which, Development Control Policies was adopted in July 2007. Other Development Plan Documents are Core Strategy, (Adopted January 2007), and the Gypsy and

S-2183-06-F



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Travellers Development Plan Document (GTPD). This document is now at the stage of review following.

7. In addition to these policies two injunctions preventing the stationing of caravans and mobile homes on land in Schole Road and land to the east of Willingham were served in November 2006 and October 2007. The injunction covering Mr Lees plot was granted on 15 November 2006.

Consultation

8. **Willingham Parish Council** – recommends refusal on these grounds:
Proportionality – relating to the numbers of Traveller sites already within the village.
Consistency – with Willingham P.C.'s previous decisions on Traveller sites.
Sustainability in relation to existing village infrastructure and services.
9. **South Cambridgeshire Travellers Officer:** Location – Will this land be considered as part of the GTDPD process? Should this be taken into account? The application would appear to have a minimal impact and meet a need.
10. **Old West Internal Drainage Board** - The application for development is outside the Old West Internal Drainage District but in an area that drains into it. The Boards surface water receiving system has no residual capacity to accept increased rates of surface water run-off in connection with new development proposals. The application states that surface water will be disposed of to "drainage ditch". All surface water should be disposed of via infiltration methods or attenuated on site prior to discharge to any watercourse to prevent increased flows within the District. Will you please ensure a condition is attached to any consent that your Authority may issue to protect the Boards surface water receiving system?
11. The Board are also concerned to ensure that there is an adequate foul water disposal system incorporated into any proposal that drains in the District, to protect water quality with the District
12. **Definitive Map Officer** - No objection to the proposed development but would point out that Schole Road is registered as Public Bridleway No.7, Willingham. The applicant should ensure that they have lawful authority to drive over this public right of way, as it is an offence under S.34 of the Road Traffic Act to drive on a public bridleway without lawful authority. .

Representations

13. **Cambridge Group of Ramblers** – We would wish to register our usual concerns:
 - a) That the surface of the bridleway should not be unduly disturbed during any development work
 - b) That materials etc should not be stored/dumped on the RoW
 - c) Vehicles. Visiting the site should not impede the safe passage of pedestrian
 - d) Any fp signs are not obscured or removed during development work.

Planning Comments

14. This application is one of two remaining undetermined applications, which were submitted prior to the service of the injunctions. The other application is S/2048/06/F for the siting of 1 Gypsy mobile home, 2 touring caravans and amenity block at Meadow Road for Mrs Smith is also on the Agenda for determination by this Committee.
15. The injunctions were used as a method of controlling the increasing number of sites in the area whereby travellers had moved onto a site and then applied for retrospective planning consent. It was felt that Willingham had reached saturation point and that further encroachment would distort attitudes of the community and prejudice the proper formulation of the Gypsy and Traveller Development Plan Document "GTDPD".
16. Since the service of the injunctions there have been no new enforcement cases of traveller sites in the Willingham area. It is clear that this action has been effective in preventing the establishment of new travellers sites. The Local Planning Authority is in a strong position to resist any further incursions. Determination of these last two applications will ensure that a line can be drawn on the undetermined traveller applications in Willingham in the knowledge that an injunction is in place.
17. In this interim period prior to the publication and adoption of the GTPD (and the service of the injunctions) members will be aware that Local Planning Authority has granted temporary planning consent on a without prejudice basis for retrospective-planning applications of this type.
18. One of the considerations in granting temporary consent has been that of outlay costs for establishing the site in terms of infrastructure, services, hard core and accommodation. Mr Lee already has his living accommodation. I understand that water and electricity are available on the site and the hardcore is partly laid. Drainage would be conditioned and subject to further approval. This would include a requirement to demonstrate that connection to public foul water sewer is not available. There would be no additional costs incurred on the applicant by granting planning consent on this site in line with the consideration of the other retrospective applications in the area.
19. This application differs from S/2048/06 in that Mr and Mrs Lee have not moved onto the site prior to applying for planning permission. They have however been living in the area on an unrecognised site and reliant on the good will of a friend in Meadow Drove for the temporary stationing of their touring van. A consideration of this case is that should the current application fail then the Local Planning Authority will need to regularise the position, which has enforcement implications. Any retrospective application for another site would have to be considered on the same basis as the other retrospective applications and the temporary granting of planning consent on a without prejudice basis is the likely recommendation from your officers.
20. Willingham Parish Council have concerns regarding the impact that Mr and Mrs Lee will have on the local services and infrastructure. An assessment of Mr and Mrs Lees needs reveals that the couple have no school age children and that they have been registered with the local doctor for some time. Indeed if a reason for refusal of the application was to be based on an increase in the demand for local services then this assessment should be carried out for all new dwellings in Willingham. Clearly this is

not the case. I am satisfied that approval of this application would not result in special needs or demands on the local medical or educational infrastructure.

21. Should this application be refused, and an appeal is lodged, the Council would have to demonstrate that approval of this application would place an unacceptable burden on village services. This would be over and above that generated by existing gypsy sites. There is no evidence of this; particularly as the Lee family is already resident in the village. In these circumstances, the appellant could well succeed in an award of costs against the Council.
22. In March 2007 Full Council approved the basis of a 'three tier scoring matrix' to be used in the next stage of the preparation process of the GTDPD to identifying site options.
23. An assessment of the site in relation to parts 1 and 2 of this Matrix is attached as an appendix to this report.
24. It can be seen that the application site scores quite highly when assessed against this matrix and I am of the view that it is likely to be considered as one of the site options within the GTDPD.
25. However in the absence of this document the site lies beyond the defined limit of development and a consideration must be the impact of the proposal on the wider landscape and this edge of village position. The site is set well back from the road and screened from the south by a close-boarded fence. It is well screened from the north by an established conifer hedge. When viewing the site from the east the site has no boundary treatment but I am satisfied that the site can be appropriately landscaped to reduce the impact of the development in the landscape.

Recommendation

26. That temporary permission is granted for 3 years subject to conditions including a requirement to provide safe access and proper landscaping and drainage.

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

- South Cambridgeshire Local Development Framework Development Control Policies Development Plan Document 2007
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning files Ref. S/2183/06/F, S/1953/91, S/0856/04/F, S/2502/04/F, S/0313/90 & S/2048/06/F

Issues and Options Report 1: General Approach (Report on Consultation), Gypsies and Traveller Development Plan Document.

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee4th June 2008**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

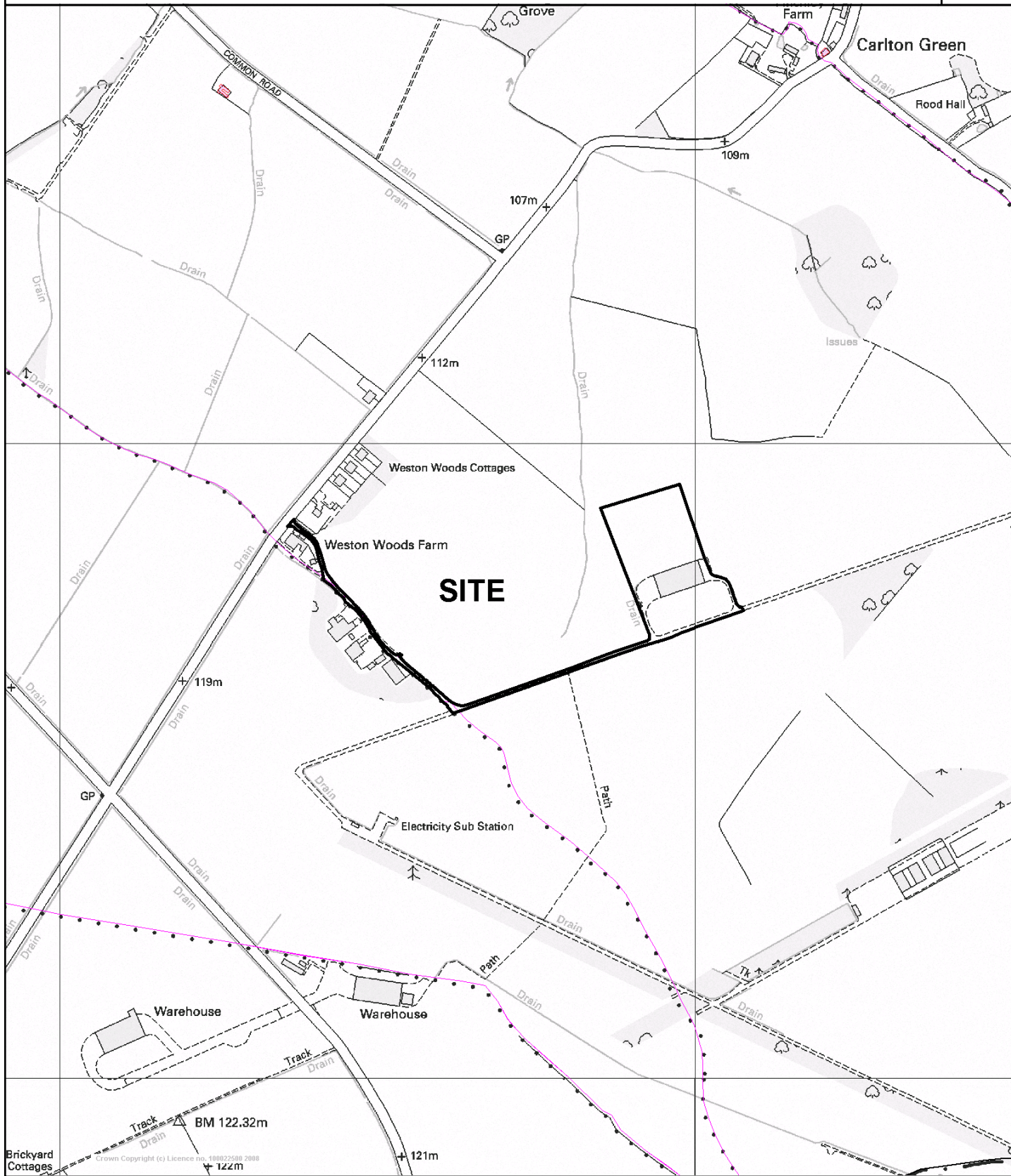
S/0458/08/F – WESTON COLVILLE**Erection of Grain Store Facility with Associated Holding Silos and Drying Plant, Additional Hardstanding and Landscaping, for Thurlow Estate Farm Partnership Land East of Common Road, Weston Wood Farm, Weston Woods****Recommendation: Refusal****Date for Determination: 11 June 2008****Major application**

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

Site and Proposal

1. The applicant company is a large farming business incorporating approximately 6000 hectares of arable land extending into South Cambridgeshire, St Edmundsbury and Uttlesford Districts. The company comprises Weston Woods Farm, Ashdon Farm and Thurlow Farm, and is one of the largest farming enterprises in the country. The principal farming activities are arable, including wheat, barley, beans, oilseed rape and sugar beet. With the exception of sugar beet, these crops are typically harvested within a short period from mid-July to mid-September, and require suitable facilities for drying, handling and storage prior to sale and transport to market in advance of the following year's harvest.
2. The application site encompasses 3.16 hectares of agricultural land that lies on the northern perimeter of a former World War Two airfield. The site is adjacent to an existing former-RAF hangar, 11.6m in height, now re-used as a grain store serving Weston Woods Farm. Access to the site is taken from an airfield track that joins Common Road, and which serves the existing grain store and additional farm buildings. Public footpath 22 Weston Colville passes to the west of the site at a distance of some 100 metres. There are clear views of the site from Common Road, which passes within 450 metres to the north west.
3. The full application, dated 11 March 2008, proposes the erection of a grain store and dryer adjacent and to the north of the existing grain store. The proposed store is shown to measure 74m length, 51m width and 13.5m in height, producing a floor area of 3,750 square metres and a capacity of 14,000 tonnes of grain storage. The proposal include four grain handling silos with heights of 16.0m, a dryer, oil tank, weighbridge and a plant and intake building with a height of 20.0m. The application is accompanied by statements relating to planning, design and access, sustainability, strategic landscaping, transport, noise impact and flood risk. A transport and landscape addendum was submitted on 16th May 2008.

S/0458/08/F Weston Colville



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Scale 1/8388 Date 21/5/2008

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June 2008 Planning Committee

4. External materials have been chosen to be similar to those on the existing grain store, as pasticol-coated profiled steel for the upper walls and roofs, details to be agreed.
5. The applicant has indicated that the facility would be in use on a variable and seasonal basis, which would include use during the night during the harvesting period.
6. The new facility would allow the wheat currently stored in existing facilities at Thurlow and Ashdon Farms to be transferred to this centrally located 21,000 tonne facility at Weston Woods Farm. The storage at Thurlow and Ashdon Farms, currently used for wheat, would then be available to store other crops which at present have to be sold at harvest. The three farms operate from seven locations at present, which have a total combined capacity of 25,270 tonnes. Projections for 2008 indicate a shortfall of storage capacity over production of 9,000 tonnes. The new grain drying and handling facilities will replace the dryer in the existing building so freeing up space for the storage of an additional 1,000 tonnes of grain and bringing the storage capacity of the existing building up to 7,000 tonnes.
7. A new landscaped bund between 3m and 4m in height, using cut and fill material and planted with shrubs and trees, is proposed around the eastern, western and northern perimeters, to provide a degree of visual screening on the lower parts of the development. Further landscaped belts are proposed within the wider landscape to the north and west of the site, all within the applicant's land ownership.
8. The proposed facilities will be accessed via an existing access road at the entrance to Weston Woods farm, off Common Road. The submitted transport statement and addendum indicate that:
 - a) The local network comprises a number of minor rural roads connecting to higher standard distributors at the B1052 and A1307 Haverhill Road between Cambridge and Haverhill. Existing traffic on Common Road is light.
 - b) The majority of trips will be via 29 tonne HGV or agricultural vehicles such as a 16 tonne tractor or trailer.
 - c) The proposals envisage transferring wheat storage from the Thurlow (6,800 tonnes) and Ashdon (7,000 tonnes) farms to Weston Woods Farm. This will generate 640 trips in and out from these farms to Weston Woods Farm, half via 16 tonne tractor and trailer, and half via 29 tonne HGV.
 - d) The increased number of trips on the highway will be minimal as the trips already take place in one form or another, and the changes will relate primarily to trip length. From Weston Woods Farm, these trips will originate primarily from the west.
 - e) The network of roads that are likely to be used are indicated in the report, amounting to 10 or so different routes, which concludes that these are considered appropriate in terms of alignment and width for that purpose. These roads are already subject to the movement of crops during the 30-day or so harvest period.
 - f) The addendum highlights five main routes:
 - Ashdon block (via Dean Road)
 - Priory Farm (via White Horse, Skippers Lane)
 - Leys Farm (Gt Wrattling, Thurlow, Withersfield)

Haverhill block (Gt Wrattling, Thurlow, Withersfield)

Great Wrattling block (Thurlow, Withersfield or Temple End)

- g) The addendum states: "Some concern has been raised in relation to the impact of the proposals arising from vehicular movement passing through individual villages. Specifically with regard to additional movements through West Wickham, these will amount to in the region of 6 movements per day for the harvest period (1st August to 9th September), of these movements only half will be via HGV the remaining half via tractor and trailer. There will be no vehicles routed through Streetly End. For the purposes of highway capacity and highway safety this level of movement is neither material nor significant. The imposition of a routing agreement would be likely to result in an increase in vehicle trip length and duration which would not be in the interests of overall sustainability".
- h) The report concludes that there will not be any material impact on any of the routes considered. The greatest impact will be on Common Road to the west of the Weston Woods Farm access, where a maximum of four trips per hour over a 12-hour day for the harvest period is expected.
9. Trips associated with taking the wheat to market will take place outside the harvest period. These will amount to about 4 trips per day Monday to Friday from January to June. In terms of HGV trips per week, the addendum indicates that up to 14 would pass through Carlton, up to 6 via Weston Colville, up to 6 via West Wrattling, and up to 6 via Balsham.
10. Any increase in vehicle miles as a result of the centralisation would be offset by the efficiencies arising from the additional storage capacity created.
11. The agent has indicated that alternatives to the current proposal were considered, including upgrading of existing facilities in their existing locations, the use of co-operative storage, smaller new facilities at Manor Farm, Horseheath and Church Farm, Great Thurlow. All were discounted in favour of the current proposal, on grounds that took into account the possible impact on neighbouring residential amenity.

Planning Policy

12. **Planning Policy Statement 7: Sustainable Development in Rural Areas (2004).** When determining planning applications for development in the countryside support should be given to development that delivers diverse and sustainable farming enterprises which contribute to rural economies. The Government supports agricultural development to become more competitive, sustainable and environmentally friendly, be able to adapt to new and changing markets, comply with changing legislation and to broaden operations to add value to their 'primary produce'.
13. **Cambridgeshire and Peterborough Structure Plan (2003)**
P1/3 (Sustainable Design in Built Development) a high standard of design and sustainability for all new development will be required which provides a sense of place and which responds to the local character of the built environment, is integrated with adjoining landscapes, and creates distinctive skylines, focal points, and landmarks.
14. **South Cambridgeshire Local Development Framework (LDF) Development Control Policies Development Plan Document (2007)**
DP/1 (Sustainable Development)

DP/2 (Design of New Development)
DP/3 (Development Criteria)
DP/7 (Development Frameworks)
NE/4 (Landscape Character Areas)
NE/6 (Biodiversity)
NE/11 (Flood Risk)
NE/15 (Noise Pollution)
NE/17 (Protecting High Quality Agricultural Land)
TR/1 (Planning for More Sustainable Travel)
TR/3 (Mitigating Travel Impact)

Consultations

15. **Weston Colville Parish Council** - supports the application on the proviso that only the production from the Thurlow Estate Farms are processed in the new grain store.
16. **West Wratting Parish Council**- Objection on the grounds of:
 - a) Unsustainable, creating unnecessary additional vehicle kilometres travelled, creating waste gases and CO₂. Hauling grain many kilometres to this site and then out again on its sale is clearly not adding to a sustainable solution. Much grain will be transported by inefficient and CO₂-producing tractors and trailers. The main use is storage and should be located on good quality roads to ease the cost and environmental issues of haulage.
 - b) Damage to poor quality roads. The roads in a wide area around the proposed development are not designed to a standard appropriate for large and heavy vehicles. The size of these causes them to over-run the verges when meeting other traffic on these narrow roads. The weight of these vehicles causes breakdown of the edge of the carriageway and potholes.
 - c) Reduction in amenity to village and outer village residents due to high increase in HGV traffic, particularly Balsham and West Wratting, especially at harvest time.
17. **West Wickham Parish Council** – concern about the major increase in heavy goods and large farm vehicle traffic through both West Wickham, Streetley End and Horseheath, perhaps up to 5 two-way journeys per day on a 24-hour basis. The busiest periods coincide with the school summer holidays, when many more children will be playing, many near the road. The streets are narrow with many parked cars. Occupiers of frontage dwellings will be disturbed by noise.
18. In the opinion of the Parish Council, the developers should be required to enter into a transport agreement that does not allow access through West Wickham and Streetly End.
19. The Parish Council states that the farms will be continuing to use their existing stores for other crops so there will be minimal benefit for those residents, but more noise and more use and stress on roads in villages in the parish.
20. **Carlton Parish Council**- Initially concerned that there is insufficient information about the estimated traffic movements through Carlton, Carlton Green and Willingham Green. Some of the roads have tight bends, and are used by children on bicycles and horse riders. Large lorries already cause a problem in the village as they travel at too great a speed. They note that during the period January to May the lorry movements

will be 2 or 3 a day, and the Parish Council would not like that number to increase particularly if Thurlow Estates use the new grain store to hold other farms' grain when their own supply has been sold.

21. **Ecology Officer**- no objection in principle but he wishes to seek improvements to the scheme. He recommends a condition requiring a scheme of ecological enhancement to be submitted and agreed before development commences.
22. **Corporate Manager (Health and Environmental Services)** – Recommends conditions to be operated in accordance with the submitted acoustic report and details of external lighting to be submitted and agreed. He recommends securing a planning gain through an agreed closure of the applicants' grain dryer at Manor Farm, Linton Road, Horseheath, which has been the subject of noise complaints in recent years.
23. **Environment Agency**- no objection but recommended conditions and informatives.
24. **Council's Drainage Manager** – No objection subject to details of surface water disposal being submitted and agreed.
25. **Landscape Design Officer** – recommends additional screen planting on land within the applicants' ownership to mitigate the landscape impact of the building.
26. **Arts Development Officer**- Noted that the applicant has declined to provide a public arts contribution, which is regretted as there is an arts centre in the village which benefits both villagers and visitors.
27. **Local Highway Authority** – The Local Highway Authority has indicated that it has significant concerns for the following reasons:-

The road network is considered to be totally unsuitable for potential additional vehicular use, by reason of its narrow width and poor alignment.

Having regard to the existing traffic use and the additional traffic, which this proposal is likely to generate or attract, the road which connects the proposed access to the nearest traffic distributor is considered to be inadequate to cater for the proposal while providing reasonable safety and efficiency for all road users owing to its unsatisfactory width alignment. This area has an identified existing problem which has led to the implementation of an advisory one way Heavy Goods Vehicle system within the surrounding area of this proposed extended grain store. The LHA reports that this one way system has been found to be an effective solution and is currently adhered to by existing road users.

The LHA has requested a statement on why this is the most preferable site for the additional vehicle movements and why another site within the other farms is not a suitable location for an extended grain store.

The LHA requires more information on the arrangements to be made for HGVs to turn within the site, and has requested a condition to be attached on any planning permission granted to provide a scheme for effective management of HGV visits to and from the site.

Representations

28. An objection has been received from Finches Farm, Carlton Green, which has a view of the site. The concerns raised are illustrated in photographs and are:

- a) The size and extra height of the silos and 22m high tower.
 - b) The view of the current tree line will be broken and the whole balance of the landscape will be altered when viewed from the north, east and west from up to a mile away, and from public footpaths. Additional landscaping will take some years to have an effect.
 - c) An alternative siting of the building behind the existing should be considered to provide visual screening and reduce dryer noise;
 - d) The siting is adjacent to the largest existing structure on the airfield and will create a building group of 8,500 sq m at one of the highest points in South Cambridgeshire;
 - e) Noise levels should be controlled and will there be a 24-hour operation?
29. An objection has been received from the occupier of 74/75 Common Road, Weston Colville, who has a view over the site. The concerns raised are:
- a) Noise disturbance July-October from the site and road traffic throughout the year;
 - b) The appearance of the countryside will be spoilt. The industrial scale, height and qualities of the design silhouetted against the skyline would be intrusive, particularly the protrusion of gantries and silos;
 - c) The applicant has not demonstrated that the site is the most suitable available by analysis of least impact; another site could have less impact on residents and better screening;
 - d) The proposed screening will be ineffective;
 - e) The juxtaposition of the proposed building alongside the existing building will create a very large conglomerate of buildings which will draw the eye;
 - f) The footpath that goes close to the development would be badly affected.
 - g) The proposal contains inaccuracies and omits certain factors: the photomontage is deceptive the noise survey omits to take into account vehicle noise at the site and away from the development; the hours of use information is inconsistent.
30. Councillor Mrs Ford has the following comments:
- “On the whole I am minded to suggest that this development is good for the area:
- a) Bringing together all the grain from the estate in one location will be much better for the estate in terms of improving the fuel efficiency of the grain driers and thus benefit the environment.
 - b) Horseheath village in particular will be better off as the very noisy old grain dryer located in the centre of the village will no longer be used.
 - c) There will be fewer traffic movements on the very, very dangerous A1307.

- d) The design as described to me, with the landscaping and tree/hedge planting means that the visual impact will be very limited after a few years.
- e) Whilst there are more traffic movements in some places the total amount of grain being moved on and off the whole estate does not change.
31. I understand that the Chairman of Horseheath Parish Council has not been formally notified of the planning application - they would like the opportunity to comment favourably on the environment (noise) impact.
32. However, I am concerned about the additional few traffic movements through West Wratting and Carlton. I have not heard from Weston Colville but I wonder if they will also have an issue with this.
33. West Wratting is already suffering from increased traffic. It is becoming a very regular rat-run for traffic from Haverhill and I get regular reports of speeding through the village. Last year the village did a traffic survey. They notice a 130% increase in traffic in only 3 years and as a result have already asked their County Councillor to cost out various traffic calming suggestions especially some improved warning signs. The impact of even a few extra lorries/tractors through the village potentially early in the morning when the rat running is at its peak is of major concern to some of the members of the Parish Council.
34. As far as Balsham is concerned there will be a few extra traffic movements through the village taking grain into the store. My major concern is about heavy goods traffic past the school during pick-up and drop off times. I have spoken to the applicant about this and they have pointed out that most of the Balsham through traffic will be during the harvest period from late July through August therefore during the school holidays.
35. I understand that the applicant has been told that this development would not formally require a S. 106 - is this true? I have spoken to the applicant and suggested that a small donation from them towards improved traffic warning signs especially in West Wratting but possibly also in Carlton would go a long way towards meeting the concerns of villagers. The applicant understands this and, without committing themselves, are open to discussions on this issue. Obviously a large scale contribution would be out of the question, as it would tip the balance on the economic benefits of the project”.

Planning Comments

Appearance and landscaping

36. The existing grain store is a prominent structure in the landscape, and I consider that the siting of the new development adjacent to it will minimise its potential visual impact by creating a larger, but limited so, silhouette. The grain store itself is shown to be of a similar height and appearance to the existing. The plant and intake building will be significantly taller, but is not extensive in width (16m). The proposal is supported by the Landscape Design Officer, subject to advantage being taken by the applicant to increase planting on surrounding land to further improve this aspect. I consider that adequate account has been taken of the landscape impact of the proposal. I consider that the proposal complies with Policies DP/2 and NE/4 of the LDF.

Residential Amenity

37. The nearest dwellings are 350m to the north west of the site, on Common Road. The Corporate Manager (Health and Environmental Services) is satisfied that, even with night-time operation, the noise and disturbance from the operation of plant and machinery will not have a significant impact on the amenities of these dwellings. The disturbance arising from visits to and from the site by vehicles is not likely to be frequent, even during the harvesting period, on the basis of the trip estimates supplied by the applicants. I consider that the proposal complies with Policy DP/3 of the LDF.

Highways

38. The concerns of the LHA about the suitability of the local road network are shared by West Wrating and West Wickham Parish Councils, and by the Local Member, Councillor Mrs Ford. The main period of activity from 1st August to 9th September coincides with school holidays, so avoiding school-run traffic use. However there would be 11 additional trips a day in this period from the Ashdon farms direction passing through West Wickham or West Wrating, and a similar number from the Thurlow farms direction passing through Carlton. Approximately half of these will be HGV trips. The applicant has acknowledged that the highway network in the vicinity of the site comprises narrow country lanes, but considers that the level of impact will not be significant for the purposes of highway capacity or highway safety as they would be limited to the harvest period. In view of the concerns of the LHA and local representatives I consider that the scheme has not demonstrated that highway safety issues have been fully addressed.
39. Further discussions on these issues are taking place with the applicants and I will report verbally to Members at the meeting of the outcome of such discussions.

Planning Gain

40. The Corporate Manager (Health and Environmental Services) has indicated that the option of removing known concerns from the operation of the applicants' grain dryer at Manor Farm, Horseheath, should be explored as part of this application. The applicant has indicated a willingness to consider this and also to make a financial contribution towards the provision of appropriate road safety signage in the vicinity of the site. The mitigation represented by these measures is not sufficient in my opinion to outweigh the fundamental highway concerns that have been identified.

Recommendation

41. Refusal for the following reason:

The application site is within an area, which has been identified by Cambridgeshire County Council as Local Highway Authority as having highway safety issues concerning the use of rural roads by Heavy Goods Vehicles, which has led to the implementation of an advisory one way Heavy Goods Vehicle system. Having regard to the existing traffic use and the additional traffic which the proposed development is expected to generate or attract, the road which connects the proposed access to the nearest traffic distributor is considered to be inadequate to cater for the proposed development while providing reasonable safety and efficiency for all road users, owing to its unsatisfactory width alignment. The proposal therefore does not comply with Policies DP/3 and TR/3 of the South Cambridgeshire Local Development Framework, which seek to secure adequate mitigation of the transport impact of new development.

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

- PPS7: Sustainable Development in Rural Areas (2004)
- South Cambridgeshire Local Development Framework Development Control Policies Development Plan Document (2007)
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning File ref S/0458/08/F

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee4th June 2008**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

**S/0558/08/F - Comberton
Erection of 19 Affordable Houses at
Land at The Valley for Northern Affordable Homes**

**Recommendation: Delegated approval/refusal,
subject to Resolution of Shared Equity Housing Model**

Date for Determination: 18th June 2008 (Major Application)

Notes:

This application has been reported to the Planning Committee for determination because the officer's recommendation conflicts with the recommendation of the Parish Council and because the application is for affordable housing as an exception to the normal operation of the policies of the Local Development Framework.

Members will visit the site on 4th June 2008.

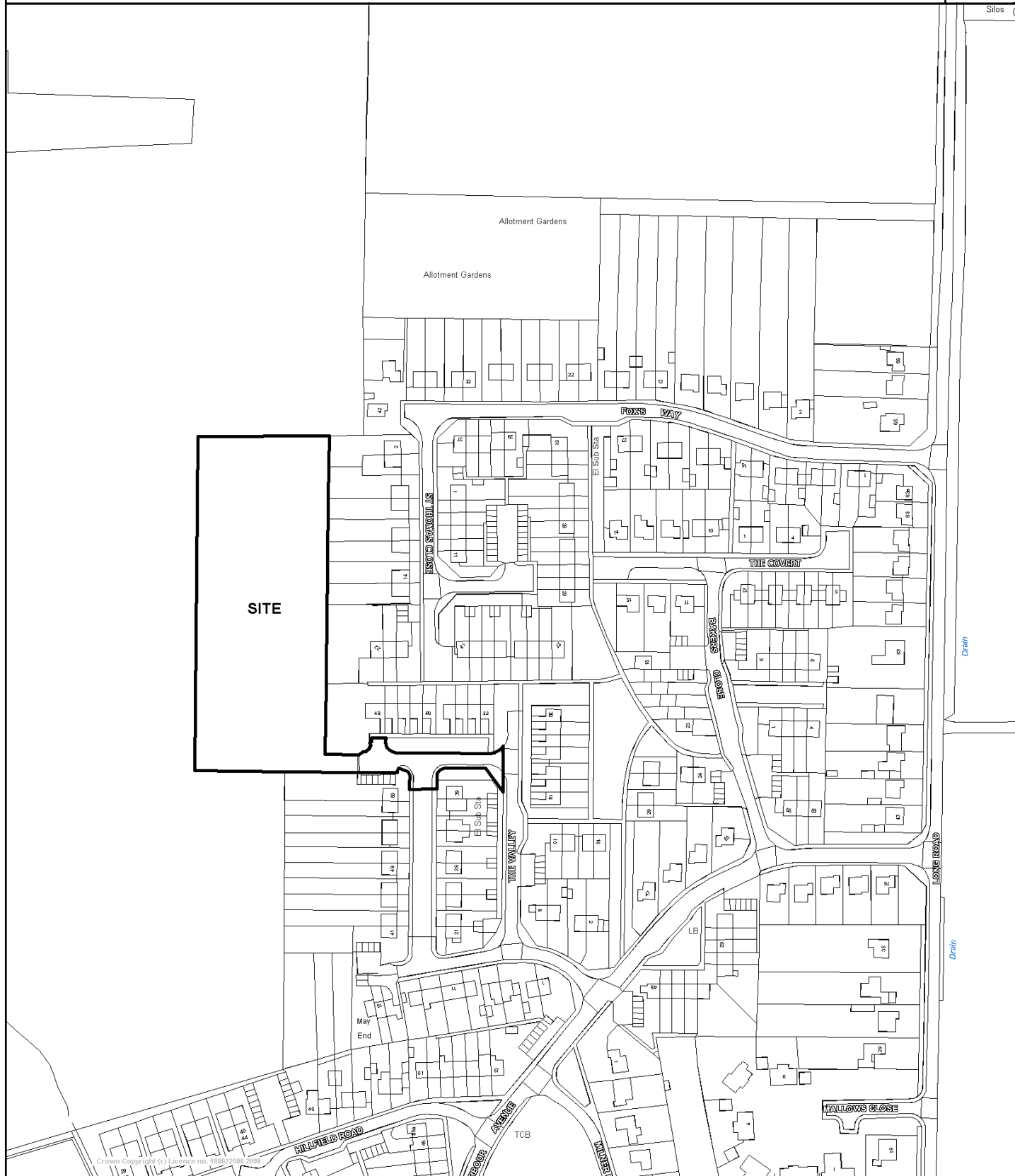
Site and Proposal

1. The 1.08 hectare site lies at the north eastern part of Comberton and west of gardens to existing dwellings that front St Thomas Close and The Valley. It lies entirely within the Cambridge Green Belt as do the rear portion of gardens to the St Thomas Close dwellings.
2. It forms open fields with no existing boundary definition on its northern, western or southern boundaries.
3. The full planning application, submitted 19th March 2008, proposes the erection of a 100% affordable housing scheme for 19 dwellings at a mix of 8 two- bed and 11 three-bed. The dwellings are to be arranged in a crescent facing an area of open space/children's play area of approximately 1,745m². The dwellings will be arranged in 4 groups of 4 dwelling curved terraces and one terrace of 3 dwellings. The dwellings will be approximately 7.6m high. The density equates to 17.6dph
4. The site lies within flood zone 1 and outside of Comberton Village Framework.

Relevant Recent History

5. An application for 24 affordable dwellings on the same site was withdrawn in December 2007 following officer concerns in relation to the scale, layout and design of the dwellings.

S-0558-08-F



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Scale 1/2500 Date 19/5/2008

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Planning Committee June 2008

Planning Policy

Cambridgeshire Structure Plan 2003

6. **P1/3 - Sustainable Design in Built Development** requires a high standard of design and sustainability for all new development, providing a sense of place appropriate to the location, efficient use of energy and resources and account to be taken of community requirements.
7. **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.
8. **Policy P9/8 - Infrastructure Provision** identifies a coordinated approach to securing infrastructure improvements required to support development for the Cambridge sub-region. A programme encompassing for example, transport, affordable housing and education, amongst others is identified.

South Cambridgeshire Local Development Framework 2007

9. **Policy ST/6 – Group Villages** identifies Comberton and states that residential development and redevelopment up to an indicative maximum scheme size of 8 dwellings will be permitted within the village frameworks of Group Villages, as defined on the Proposals Map.
10. Development may exceptionally consist of up to about 15 dwellings where this would make the best use of a single brownfield site.
11. **Policy GB/1 – Development in the Green Belt** states that there is a presumption against inappropriate development in the Cambridge Green Belt as defined on the Proposals Map.
12. **Policy GB/2 – Mitigating the Impact of Development in the Green Belt** states that any development considered appropriate within the Green Belt must be located and designed so that it does not have an adverse effect on the rural character and openness of the Green Belt. Where development is permitted, landscaping conditions, together with a requirement that any planting is adequately maintained, will be attached to any planning permission in order to ensure that the impact on the Green Belt is mitigated.
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. **DP/4 Infrastructure and New Developments** requires that development proposals should include suitable arrangements for the improvement or provision of

infrastructure necessary to make the scheme acceptable in planning terms. It identifies circumstances where contributions may be required e.g. affordable housing and education.

17. **Policy HG/1 - Housing Density** is set at a minimum of 30 dph unless there are exceptional local circumstances that require a different treatment in order to make best use of land. Higher densities of 40 dph will be sought in the most sustainable locations.
18. **Policy HG/2 - Housing Mix** Affordable housing should be of an appropriate mix to respond to identified needs at the time of the development in accordance with HG/3
19. **Policy HG/3 - Affordable Housing** occupation will be limited to people in housing need and must be available over the long-term. The appropriate mix in terms of housing tenures and house sizes of affordable housing will be determined by local circumstances at the time of planning permission, including housing need and the achievement of mixed and balanced communities. In order to ensure sustainable communities, affordable housing will be distributed through the development in small groups or clusters.
20. **Policy HG/5 - Exceptions Sites for Affordable Housing** states
 1. As an exception to the normal operation of the policies of this plan, planning permission may be granted for schemes of 100% affordable housing designed to meet identified local housing needs on small sites within or adjoining villages. The following criteria will all have to be met:
 - (a) The development proposal includes secure arrangements for ensuring that all the dwellings within the scheme provide affordable housing in perpetuity for those in housing need;
 - (b) The number, size, design, mix and tenure of the dwellings are all confined to, and appropriate to, the strict extent of the identified local need;
 - (c) The site of the proposal is well related to the built-up area of the settlement and the scale of the scheme is appropriate to the size and character of the village;
 - (d) The site is well related to facilities and services within the village;
 - (e) The development does not damage the character of the village or the rural landscape.
 2. In the case of sites within the Cambridge Green Belt, before planning permission is granted for such development, the District Council will have to be assured that no alternative appropriate sites can be found for the scale and type of development proposed and that the scheme fulfils all the criteria set out in the Council's policies, including those relating to the impact of new development on local surroundings.
21. **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.

22. **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.
23. **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.
24. **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.
25. **Policy NE/12 – Water Conservation** states that development must incorporate all practicable water conservation measures. All development proposals greater than 1,000m² 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.
26. **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.
27. **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.
28. **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.
29. **Policy SF/10 Outdoor Play Space, Informal Open Space and New Developments** requires all residential developments to contribute towards outdoor playing space, formal outdoor sports facilities and informal open space to meet the additional need generated by the development. Where appropriate, provision will involve all or some types of space within the development site. However, an appropriate contribution will be required for 'off-site' provision of the types of space not provided on-site.
30. **Policy SF/11 Open Space Standards** defines the minimum standards for outdoor play space and informal open space.

31. **Planning Policy Guidance Note No. 2 – Green Belts**
Paragraph 3.4 states (in part): The construction of new buildings inside a Green Belt is inappropriate unless it is for limited affordable housing for local community needs under development plan policies according with PPG3 (**now PPS 3**)
32. **Planning Policy Statement 3 - Housing** - encourages Local Planning Authorities to release sites solely for affordable housing, including using a Rural Exception Site Policy. These should only be used for affordable housing in perpetuity.

Consultation

33. **Comberton Parish Council** recommends refusal It states:
- a) Any development should be phased to minimise impact during and after construction.
 - b) The development should be further south.
 - c) Plots 3 – 5 have excessively large gardens leading to ‘dead space’ that may be used for dumping or a focus of antisocial behaviour.
 - d) There is a suspiciously large gap between properties leading to the area mentioned in point C above leading to speculation that further development there is planned.
 - e) The basic design of the houses is acceptable but they will be noticeably small.
 - f) So-called ‘visitor parking’ intended as a sweetener for The Valley residents to park in is too far from those residents and won’t be used.
 - g) The bend in The Valley where residents currently park is to be grassed, it should be bricked.
 - h) It seems there are some fairly obvious design features in place to ensure the development can be extended in the future. Reversing the crescent shape would prevent this from happening and provide more public space.
 - i) There is an existing antisocial element in The Valley; this development does nothing to combat this.
 - j) How are gardens marked out? Chain link fences?
 - k) The permissive path is not a Right of Way and could easily be lost. Greater protection is required.

Affordable Housing Panel

34. The panel met on 20th May 2008. All aspects of the proposal were discussed including the comments of the Parish Council.
35. The Panel could not come to a single recommendation recognising that the Parish Council remains opposed to the proposal and officers are minded to support subject to the resolution of various delivery issues (see below).

36. It was noted that the needs survey results show that there are 51 households in need of affordable housing in Comberton and that 43 applications for affordable housing have been received.
37. An approximate 60/40 split rental/shared ownership was agreed.
38. It was also agreed that the officer recommendation should allow 3 months for outstanding delivery issues to be resolved but that any longer than this would not be acceptable due to local uncertainty concerns (see below).
39. The area within The Valley of the proposed shared surface needed some revision (see response to Parish Council point g below)
40. It was agreed that subject to the final confirmation of the Parish Council that pre allocating all of the units to persons with a specific Comberton need prior to development commencing would be an acceptable alternative to phasing to help overcome local concerns that the dwellings may not be taken up and hence would go to those without a Comberton connection.
41. It was agreed that the applicants should be asked to move the northern boundary of the site south by approximately 15m to help overcome the problems of large rear gardens to plots 3-6 and that these plots should be shared ownership (see below for further explanation)
42. The Housing Development Officer confirmed that the houses do comply with the Scheme Development Standards for affordable housing.
43. Front gardens should remain open and therefore unfenced. It was recognised that this can be controlled by condition.
44. It was recognised that there have been problems with the existing sewerage system and the Case Officer agreed to raise this with Anglian Water notwithstanding that Anglian Water has confirmed that capacity exists within the existing system to accommodate the additional flows from the development.
45. Additional comments made in relation to the specific concerns of the Parish Council are discussed below in my response to the Parish Council's comments.

Housing Development and Enabling Manager

46. "A Housing Needs Survey was commissioned for the village of Comberton, by the Parish Council and reported in March 2007. The survey was completed by Cambridgeshire ACRE.
47. The results from this survey clearly demonstrate a need for affordable housing to be provided within the village. The survey found that there were 51 households in need of affordable housing. The largest need was for rented units.
48. The Housing Development and Enabling Manager and the Development Officer at SCDC have met on several occasions with Northern Affordable Homes. Officers have expressed concern over the proposals related to this scheme and they are summarised below.
49. NAH have indicated that they will not be able to deliver any rented units and are prepared to offer 70% to an RSL to enable them to deliver the rented units. However

to date our local RSLs have been unwilling to enter into any formal agreement with NAH. Primarily this is due to the very complicated agreement that NAH would wish to enter into over the term of 999 year lease. RSLs would not be prepared to bind any leaseholder into a perpetuity rent of £20 per week, or any sum for that matter, which doesn't provide for an actual service.

50. A 100% Shared Ownership Scheme does not address the housing need of the village, meaning that any future schemes would have to redress the balance, which would mean a series of 100% rented schemes, which wouldn't be sustainable in tenure terms. A mixed tenure scheme is far more sustainable. Also, a 100% rented scheme would also have to rely on grant subsidy to make it work from the Housing Corporation, which in its own right would affect the deliverability and viability of such a scheme.
51. The units that are to be offered on a shared ownership basis are to be offered by NAH at 60% with no option to allow residents to staircase to a higher percentage if they so wish. This is against Housing Corporation guidelines which currently allow restrictions to staircase at 80% on exception sites. We consider this to be very restrictive and it does not concur with our current requirements from all other RSL partners. Most partners now offer a starting range from 30-50%, and sometimes a 25% stake where affordability is an issue. It is our understanding that NAH would not sell the property to anyone who could not afford the 60% entry requirement”.

Environmental Protection Team Leader

52. “In the past I have had recourse to respond to complaints in respect of drainage overflowing at a development called Thornbury Comberton. This site is close to the location of the proposed development. I understand there is a high water table in this area and that problems associated with drainage have been identified in the past that has to be resolved by re-routing part of the drainage infrastructure.
53. Consequently, I recommend that if the application is successful, consideration be given to the provision of drainage and the Anglian Water be consulted in respect of the proposed development. I would also recommend that a condition be applied to any consent granted that requires the developer to ensure that the drainage to the site is capable of being effectively conveyed to the main sewer in such a manner so as not to cause foul waste to materialise at any residential property.”

Cambridge Archaeology Assistant Archaeologist

54. Notes that the site lies in an area of high archaeological potential and states that the site should be subject to a programme of archaeological work, to be secured through the inclusion of a negative condition in any planning consent.

Anglian Water

55. Confirms that “the foul flows from the development can be accommodated within the foul sewerage network system that at present has adequate capacity. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection.”
56. The method of surface water drainage is not to a public sewer and the Environment Agency should therefore be consulted.

Environment Agency

57. Confirms that standing advice in relation to flood zone 1 <1ha apply. These provide advice to the applicant in relation to good practice towards sustainable surface water management.
58. Additionally where soakaways are proposed for the disposal of uncontaminated surface water, percolation tests should be undertaken and soakaways should be designed to appropriate standards.
59. Additional advice for the applicants is given that can be included as informatives on any planning permission.

Police Architectural Liaison Officer

60. “Generally the layout causes few problems with a number of dwellings benefiting from backing on to existing rear gardens and with active frontages overlooking the play area. Much of the parking is either effectively in curtilage or to the front of dwellings in positions where the space is either private or within view of routinely occupied rooms of the owners’ dwellings.
61. However the car parking arrangements on either side of the access road between plots 15 and 16 do give cause for concern. There is in effect a car park for 13 vehicles divided by the road with limited levels of natural surveillance particularly at night. To the rear of plot 15 the parking takes the form of an internal parking court. Such an arrangement should be avoided due to the introduction of criminal access to the rear of plots 13-15 and No. 48 The Valley. Parking courts should be seen largely as private rather than public space, so that the provision of visitor parking is inappropriate. Indeed the Secured by Design requires such courts to be gated.
62. The shared pedestrian access between plots 4 and 5 should be provided with a lockable gate close to the parking area. However as it serves as many as 6 dwellings it might be difficult to manage adequate access control.
63. Planting associated with the play area should be designed to allow the houses opposite to have clear unobscured views, with low growing ground cover (max height 1m) and tree canopies not allowed to fall below 2m above ground level to maintain a clear visibility splay. The use of open branched or columnar species of trees may also assist natural surveillance.
64. Lighting to the road and parking courts should be by means of column mounted white down lighters to BS 5489: Code of practice for outdoor lighting.”

Local Highway Authority comments

65. “The applicant must show the proposed dimensions for the shared use road, this should be 6m wide with a 0.5m wide maintenance strip on each side.
66. The proposed car parking spaces should also be dimensioned; they should be 2.5m x 5m.
67. Please add a condition requiring that two 2.0 x 2.0 metres visibility splays be provided and shown on the drawings. The splays are to be included within the curtilage of the new parking spaces. One visibility splay is required on each side of the access, measured to either side of the access, with a setback of two metres from the highway

boundary along each side of the access. This area shall be kept clear of all planting, fencing, walls and the like exceeding 600mm high.

68. The applicant is clearly proposing works within the existing adopted public highway. However, plan number W505/0/VAA/001/B and 236/01/A do not correlate. Please request that the applicant clearly state which scheme they are proposing so an assessment can be made of their relative merits.
69. The red line for the site encloses areas of the adopted public highway. This in itself is not a problem; however, please draw the applicant's attention to the fact that they have no rights or duties over the adopted public highway.
70. Clearly the proposed development will increase the number of motor vehicles that use The Valley to access their properties, in particular in peak hours. These data proposed by the applicant though generic are nationally recognised as being appropriate and it is unlikely that Comberton is significantly at variance to national trends. Therefore, the traffic assessment can be accepted as demonstrating that the roads junctions will be able to cope with the proposed increase in vehicular movements."

Ecology Officer

71. The following enhancement opportunities exist and should be taken forward:
 - (a) Bird box provision in 50% of dwellings.
 - (b) Protection of existing hedge to rear of St Thomas Close – can we prevent the developer from erecting a close board fence which often requires the thinning out of hedgerows.
 - (c) Strengthening of existing hedge to create wildlife corridor at rear of gardens.
 - (d) The footpath link should be accompanied by a hedgerow along its northern side as this would provide a habitat linkage but not prevent the path from being shaded.
 - (e) The new hedge at the rear of the playing area should have a wildflower strip sown at the base of it for 2m width.
72. **Environment Operation Manager** comments are awaited.
73. **Landscape Design Officer** comments are awaited.
74. **Cambridgeshire Fire and Rescue** comments are awaited.
75. **Waste Recycling and Minimisation Officer** comments are awaited.
76. **Cultural Services Manager** comments are awaited.
77. **Strategic Sustainability Officer** comments are awaited
78. **Countryside Access Team – Cambridgeshire County Council** comments are awaited.
79. **SCDC Legal Officer** comments are awaited.

80. The consultation period will have expired before the Committee meeting.

82. **Representations**

81. 48 letters of objection and 1 in support have been received from the occupiers of nearby dwellings. The following points of objection were made:

- (a) The Valley is already a very congested area. Changing it from a cul de sac to a through road will put pedestrians at risk particularly children and particularly at travel to/from school times.
- (b) There is insufficient parking available in The Valley and too many cars parked along it. Additional vehicle movements will exacerbate the problems. Parking that occurs in the current turning area will be lost.
- (c) The Valley is simply not wide enough to accommodate through traffic.
- (d) The proposed shared surface arrangement for The Valley will make matters worse as it will blur the distinction between footpath and road and will encourage higher vehicle speeds. It will significantly increase danger to pedestrians and especially children.
- (e) Additional vehicles will also impact on a wider area as cars will have to travel through the rest of the estate and use Harbour Avenue which is itself already congested.
- (f) The site and gardens to existing properties regularly flood. The development will mean that neighbour gardens will flood more frequently. The slope of the site will exacerbate this.
- (g) Alternative sites have not been fully been explored. Better sites exist.
- (h) Overlooking from rear facing windows, both upper and lower floor, to properties in St. Thomas Close and Fox's Way.
- (i) The scale of the development is unacceptable and cannot be described as 'small'. Smaller sites should be considered.
- (j) The existing sewerage system will not be able to cope with the additional dwellings.
- (k) Access should be from Branch Road or Green End.
- (l) The site does not pass the tests in HG/5. It is not well related to the village in the same way that existing housing in this location is not. The housing would not be integrated with existing housing and the community. The scale is inappropriate for a Group Village. It is not well related to existing facilities.
- (m) The footpath will be ploughed and is effectively useless.
- (n) The Parish Council has identified only a need for 8-10 affordable dwellings.
- (o) Proposed play area is adjacent to a road.
- (p) Insufficient parking has been provided for the new dwellings.

- (q) The northern part of the site is too large taking too much Green Belt land.
 - (r) Windows should be double glazed – this is not specified.
 - (s) Loss of view of fields and loss of property values.
 - (t) The plans allow for future development. The semi circular arrangement lends itself to a later circular development.
 - (u) Local facilities, including the schools and doctors are already under pressure and cannot cope with the additional influx of people.
 - (v) A private company cannot ensure the homes are affordable in perpetuity. Northern Affordable Homes are not an approved housing society.
 - (w) Problems with heavy vehicles during construction.
 - (x) 14 Great Crested Newts living in a pond in the garden to No. 53 migrate away from the water and are only 30ft from the development.
 - (y) Houses will not be affordable as people will not be able to obtain a mortgage unless they have saved in excess of £20,000 as a deposit.
 - (z) The development could be starter homes rather than affordable homes.
 - (aa) Comberton has no gas supply the energy options are therefore limited. Oil tanks may be unsightly, be an inconvenience and present a hazard where families with young children are concerned. A Section 106 agreement to provide for improved infrastructure to the village should be required. It should provide for a contribution to the funding of a public transport shuttle link to the Madingley Road Park-and-Ride site and contribution to the provision of a mains gas supply to the village.
 - (bb) Impact on peace and tranquillity of existing gardens that lie adjacent to the site.
 - (cc) Existing dwellings within the village should be purchased and converted to affordable homes.
 - (dd) Additional planting could result in existing gardens becoming dark.
 - (ee) Northern Affordable Homes do not illustrate on their plans the intention to tarmac green areas in The Valley, to destroy a private garden or demolish residents garages resulting in even more problems with road safety.
82. The letter in support states that the design is a real improvement on the first scheme submitted. My daughter and her family would love to move back into Comberton but she cannot afford to do so. There is a need and the homes have to go somewhere.
83. Two further letter have been received neither in support or objecting but seeking clarification on a number of points.

Planning Comments - Key Issues

84. The key issues are:

Green Belt
Size and numbers
Need
Impact on neighbour amenity
Impact on the Cambridge Green Belt
Alternative sites
Highway safety and parking problems
Design and layout
Housing model

General issues

85. The proposal follows a withdrawn application, a public consultation exercise by the applicants, meetings on site and at the Council offices with the Parish Council, Planning Officers, the Local Highway Authority, Housing Development Officers, the Local Member and local residents attending and a public meeting held in Comberton. The revised application has reduced the numbers from 24 to 19 (21% reduction) and the design and layout of the scheme has been significantly revised.

Cambridge Green Belt

86. The proposal lies within the Green Belt. Notwithstanding that Policy HG/5 is an exception to the normal operation of the policies of the LDFDCP. The starting point for consideration is whether or not the proposal amounts to inappropriate development in the Green Belt.

87. As detailed above it is not inappropriate if development is for "limited affordable housing for local community needs". Limited is not defined but it must relate to the impact of such development on the purpose of including the land within the Green Belt. Of key relevance is the impact on the openness of the Green Belt.

88. Any built development will have some impact on openness. The proposed dwellings will clearly result in the loss of openness of approximately 1ha of Green Belt land adjacent to the village. The issue is whether or not this can be considered as 'limited'.

89. The present edge to the village is clearly visible from the surrounding countryside and particularly from the village recreation ground that lies to the south west. It is not well planted due largely to the obvious and understandable desire of the occupiers of St Thomas Close and The Valley to gain views of the open countryside to the west of their rear garden boundaries. This results in clear views of the back gardens of these houses with all of their associated residential paraphernalia. The scheme has been carefully designed to ensure that views from the surrounding Green Belt of this part of the village edge are made softer by overcoming the problem of westerly facing gardens, by largely keeping the mass of the development away from the Green Belt boundary (whilst also keeping a good distance away from existing dwellings) and through significant new planting along the north, west and south boundaries. In time I anticipate there will only be glimpses of the end gables of the houses on plots 1 and 19 available.

90. In addition, the location of the site to the west and north of existing gardens helps to limit the excursion into the greenbelt
91. Paragraph 4.19 of the LDFDCP states that the District Council will operate the 'exception' sites policy with caution for sites that are within the Green Belt.
92. I consider that in balancing the inevitable loss of openness of the Green Belt with the improvement to the setting of the village and the visual quality of the Green Belt in this location that the development can reasonably said to have a 'limited' impact.
93. I conclude that the development is not inappropriate in the Green Belt.
94. Policy GB/2 states that appropriate development must be located and designed so that it does not have an adverse effect on the rural character and openness of the Green Belt. Again I consider the proposal achieves this objective.

Size and numbers

95. Policy HG/5 requires sites to be 'small'. The previous withdrawn application proposed 24 dwellings. This scheme is on a site of approximately 1ha and is intended to accommodate 19 dwellings. No definition of 'small' in this context exists. At HG/5c the scale of the scheme is required to be appropriate to the size and character of the village. I believe it to be in character for reasons given below. In relation to scale, I believe it is in scale but perhaps at the upper end of what might be considered 'small'. I considered the previous scheme of 24 dwellings to be too large and advised that to be in scale a scheme would have to consist of less than 20 dwellings. My assertion is largely based on the Group village status of Comberton where within the village on suitable sites up to 15 dwellings could be permitted.
96. Whilst 19 is 4 dwellings more than might otherwise be permitted on a market scheme within the village I do not consider this to be materially greater particularly having regard to the balance necessary between restraint policies and the significance the Council and the Government places on the need to provide affordable homes and specifically to the need for 51 dwellings for local people that has been identified in Comberton.

Need

97. 'Exception' sites are limited to the people in need within specific villages such that this site is being considered to meet the needs of Comberton. Affordable housing that comes forward within the normal housing policies of the LDF is restricted to those in need but not necessarily from within that village.
98. A recent Housing Needs Survey found that there were 51 households in need of affordable housing in Comberton.
99. 43 applications for affordable housing (as of 16th May 2008) have been made. Of these, 21 have a current Comberton address and 22 though not currently living in Comberton nevertheless have a Comberton connection. All qualify for affordable housing.
100. Throughout the consideration of the proposal, the Parish Council has expressed its concern that the level of need identified by SCDC may be too high and it remains to be convinced that there will be no problem with the take up of the units by persons with a Comberton need fearing that the dwellings will then go to serve a more wider

need. For this reason it has suggested that any development of this scale should be phased. I have had sight of the list of names and addresses of those that are in need but I cannot divulge this information to the Parish Council for Data Protection reasons. Whilst I am satisfied that the need exists I understand the concerns of the Parish Council and have discussed this with the applicants. They are prepared to phase the development and have commented as follows:

“We do understand the Parish Council’s concern over the extent of the need and that you would not want to see houses built that are subsequently occupied by those from outside the village. We are therefore happy to enter into a legally binding undertaking with the SCDC not to commence the construction of the last 7 units until the first 12 units had all been allocated to local people in housing need.

In this case ‘allocated’ is the word that is in the legal documentation that describes the process of nomination and approval involving SCDC to ensure that the houses are only occupied (purchased or rented) as affordable houses by local people in housing need.

As I said we are more than confident that this small scheme will be heavily over-subscribed. This is confirmed by the information from SCDC about the level of need as well as our own research.

I hope that you will agree that this suggestion allows for certainty as to the uptake – without adding undue delay to the project if there is the strong and expected level of need”.

101. Phasing introduces some difficulties particularly in relation to the tenure mix throughout the scheme. The rental units would have to come forward in phase 1 yet there should not be separate blocks of rented and shared ownership. I have suggested that a better approach would be to ensure that all 19 dwellings were allocated prior to development commencing. The Housing Development and Enabling Manager has confirmed that this should not present any problems to either the Council or the applicants. Comberton Parish Council has commented:

“The Parish Council’s policy is that it “would support the development of a total of 15 - 20 affordable homes in Comberton, possibly on more than one site, but these should be built in phases to allow ongoing evaluation of the uptake and subsequent need.”

This policy reflected the Council’s concern that all such properties should go to people with an approved Comberton connection. If the advice of the Responsible Officer is that all of the 19 homes should be allocated to people qualifying with a Comberton connection before building commences then the Parish Council, in this instance, agrees to this condition. We feel this recognises the importance of all the properties going to households with a strong Comberton connection”.

102. Such an approach, including the controls to ensure the dwellings will provide for affordable housing in perpetuity, can be contained within a S106 agreement. Whilst I see no particular value in this, because I am confident that the local need is there for the 19 and more, I also see no reason why this should not be proposed as it may help to assuage local concern and the applicants find the suggestion acceptable.

Neighbour amenity

103. From the representations received there is clearly a lot of concern regarding the impact of these dwellings on the existing residents of The Valley.
104. Many have commented on the existing poor availability of parking provision and the problems of cars parking on footpaths etc. I have seen photographs showing how cars are being parked haphazardly up on kerbs and on green spaces once all available spaces on driveways have been filled and following a number of site visits I have seen the problems for myself. It appears that many residents are not using their garages for parking and in some cases, it has been alleged, households may have up to 5 cars per dwelling. This certainly appears to be a significant issue for the existing residents in terms of inconvenience (also regarding safety which is dealt with later).
105. Residents are concerned that attracting yet more cars will only exacerbate the problems.
106. There appear to be no controls to ensure that existing garages are used for the parking of cars and most garages are rather small. The planning system cannot retrospectively attempt to resolve these issues. I am therefore only concerned that the new dwellings, if approved, will not exacerbate this situation.
107. In this regard, the scheme provides an adoptable 6m wide shared surface highway with a turning head, one dedicated space per dwelling and 17 unallocated visitor parking bays resulting in 1.9 spaces per dwelling. Occasional short term parking will be available on the highway and clear of it in front of parking bays 1,2,11 and 12. Many of the visitor parking bays are located at the south eastern corner of the site making them more available for existing residents of The Valley if necessary.
108. I note concerns that by bringing the new road off the existing turning head this will result in the loss of the ability to park in the current turning head. However, parking should not be occurring here and the creation of the new parking areas close to The Valley will more than compensate.
109. In addition to the above the applicants have agreed, at their expense, to undertake highway improvement works along one section of The Valley by converting the existing road and footpath arrangement to a 7m shared surface which should alleviate some of the more haphazard parking, for example up on kerbs, that is currently occurring and generally improve the situation. This follows advice from the Local Highway Authority and can be secured through a S106 agreement.
110. In conclusion I consider the proposal complies with the Council's car parking standards and will not exacerbate the current parking problems in The Valley. Indeed I consider the proposal will improve matters with the change in surface and there may be some use of the additional spaces within the scheme by residents of The Valley.
111. With regard to any potential overlooking, the new dwellings will have their rear elevations in excess of 30m from the side elevation of the dwelling granted permission adjacent to No. 48, approximately 40m from the side elevation of No. 22 St Thomas Close and between 50-65m away from the rear elevations of Nos. 2-16 St. Thomas Close.

112. Such distances are more than adequate to ensure that the privacy of all existing residents is not adversely affected. In addition the proposed site layout plan shows that additional planting along the existing rear and side boundaries of these dwellings, i.e. the eastern boundary of the site, is to remain and be strengthened with new planting. This can be required as part of a landscape scheme to be submitted post decision. I consider such planting is unlikely to result in material darkening problem to existing gardens due to the length of the gardens.
113. The separation distances are also such that the scheme will not result in any overbearing impact or any material loss of light.

Alternative sites

114. Comberton is surrounded by the Green Belt with only a few small areas of 'white land' outside of the village framework that do not lie within it. None of these areas could accommodate the scale of development proposed.
115. PolicyHG/5 states that for sites proposed within the Green Belt that before planning permission is granted the District Council will have to be assured that no alternative appropriate sites can be found for the scale and type of development proposed. The need for 51 dwellings will not be met within the village as there is insufficient land available for market schemes such that 40% of such schemes amount to 51 dwellings.
116. Since Comberton is surrounded by Green Belt land with only modest areas of 'white land', that could not accommodate 19 dwellings, there is no option but to develop in the Green Belt in order to provide for the scale of the need for 100% affordable housing for people with a local connection.
117. Moreover if this proposal goes ahead it will still be necessary to develop additional land within the Green Belt if the full need is to be met.
118. The Parish Council has identified a number of possible alternative sites which I have asked the applicants to assess. The full assessment is contained within the applicants' Planning Statement at para 3.26-3.43 and at Appendix 7.
119. It appears to me that there may be additional sites that could accommodate a small number of dwellings and it is likely that these will be required in addition to the application site. Other sites that may be suitable are not known to be available at this time such as land east of Bush Close/south of Swaynes Lane and there may be potential access issues to resolve. If this land were to become available it may be a consideration for an additional site perhaps of a similar scale.
120. The assessment demonstrates that it will be difficult to accommodate the need for 51 dwellings in Comberton. If this scheme for 19 dwellings goes ahead then it is likely that two additional sites accommodating 16 each or perhaps one further site for 19 with 13 found on a combination of smaller sites will be necessary. In addition it is worth remembering that the sites identified within the village and any affordable housing that comes forward as part of market schemes within the village will not necessarily address the local Comberton need.
121. I conclude that there are currently no alternative sites outside of the Cambridge Green Belt that can accommodate the scale and type of development proposed and further that there are limited sites within the Green Belt that could also accommodate

the level of need in Comberton. I am satisfied that there are no better sites and that this site is appropriate and necessary if the need is to be met in the future.

Highway safety and parking problems

122. The Local Highway Authority (LHA) has been involved throughout the pre-application stage including a representative visiting the site with residents and members of the Parish Council, and giving a presentation and answering residents' questions at a public meeting.
123. The LHA does not consider the proposal will result in any material reduction in highway safety. It has stated that the parking problems in The Valley are unfortunate but very similar to many situations within Cambridge City. I consider that parked cars make manoeuvring more difficult and slow vehicle speeds. It was accepted that the existing arrangements of vehicles parking on pavements is somewhat undesirable but will not be made worse by this proposal though there would be a benefit to changing the worst affected section to a shared surface with the applicant's agreement.
124. I note the comments of the LHA. It is not objecting to the proposal, subject to conditions, and states that the traffic assessment can be accepted as demonstrating that the roads junctions will be able to cope with the proposed increase in vehicular movements.

Proximity to services

125. The site lies less than 500m from the village school such that children can walk to school. Many of the representations state that this is a common practise amongst existing residents at the moment. It is also within easy reach of other services within the village including a convenience store, newsagent, post office, pub, nursery school, doctor's surgery and village hall. I accept that other areas of the village are closer to such facilities but I remain of the opinion that the site is well related to facilities and services within the village.
126. There is an hourly bus service with stops within 550m.
127. Whilst there are no services in the immediate vicinity the site is within a similar distance to the centre of the village as the considerable number of existing houses in this location.

Character of the village or rural landscape

128. The character of this part of Comberton is typical of a 60s/70s planned estate with regular lines of houses set in a predominantly perpendicular arrangement.
129. The proposal retains this regularity but by introducing a curve adds interest to the streetscape.
130. Views from the surrounding countryside, including from the village recreation ground, should be enhanced due to the planned additional planting that should create a softer edge to the village in this location.

Open space

131. A scheme of this number and mix should provide a Local Area of Play (LAP) of 162m², informal children's play space of 162m² and 162m² of informal open space in

accordance with the Local Development Framework Open Space in New Developments Supplementary Planning Document Consultation Draft April 2008 (OSSPD). The play area shown is approximately 1,745m², well in excess of the requirement, and will be available to the occupiers of the new dwellings but also to the children of residents in the locality. Its position in relation to the dwellings gives excellent natural surveillance. The applicants intend to put in place their own measures for maintenance using a management company. The equipping and maintenance can be controlled through conditions and a S106 agreement.

132. In addition to the above the scheme will, according to the OSSPD, result in an additional 40-41 people being resident in Comberton requiring an additional need for outdoor sports facilities. Since 19 dwellings lies below the threshold for requiring such facilities on site a contribution will need to be made to the Parish Council of approximately £14,400 for provision and £3,700 for maintenance, secured through a S106 agreement.

Mix

133. Policy HG/2 states that affordable housing should be of an appropriate mix to respond to identified needs at the time of the development. The Housing Development and Enabling Manager has confirmed that the mix is appropriate to the housing need.

Density

134. This is approximately 18dph which is lower than the minimum 30dph referred to in Policy HG/1. However, I consider that any more than 19 dwellings on this site would start to move away from the criteria in HG/5 for 'exception' sites and could have a greater impact on the surrounding Green Belt. The site could be reduced in size to increase the density but in view of the considerable planting required along all site boundaries I do not consider there is much scope for this. I have requested the northern boundary could be moved south by approximately 15m for other reasons explained later but this will have the additional effect of increasing the density to 20dph. I do not consider it necessary to increase this further by further site area reductions as this may impact on the visual quality of the surrounding Green Belt.

Education contributions

135. These are not sought as part of an exceptions housing proposal.

Design and layout

136. The design of the houses is simple in concept and the layout focuses on the natural surveillance of the play area. It is a regular arrangement reflecting the regularity of existing housing in the vicinity but with the added interest of the crescent shape. Scope has been built in for significant planting to help assimilate the site into its surroundings and to provide a soft edge to the village. The two parking courts are small and located close to existing properties in The Valley to provide additional parking for those residents if desired.
137. I have some concerns, particularly that plot 10 has no rear access to its garden and therefore no bin storage and that the gardens to plots 3-6 are divided by a footpath. I understand the land to the rear of this path will be accessible through gates in the path and the land will be used as an extension to the garden areas perhaps as

orchards, vegetable gardens or simply an additional area of garden land. In addition the gardens to Nos. 15 and 16 are particularly small and need revision.

138. A revised plan addressing the above will be submitted shortly. Members will be updated at the meeting.

Housing model

139. Essentially the applicants buy the land, build the dwellings then transfer them on a shared ownership basis to qualifying persons to recover costs. Profit is gained from rent on the retained equity share portion. To ensure that a mix of tenures can be achieved they will also transfer to a RSL on the same basis for the RSL to then let to persons in need. This of course relies on a RSL being willing to take them on.
140. The Housing Development and Enabling Manager clearly has concerns regarding the applicants' model. One concern is that local RSLs have been unwilling to enter into any formal agreement with Northern Affordable Homes (NAH). There would have to be a mix of tenure and since NAH will not provide any for rental directly the success of the scheme depends on RSLs.
141. The shared ownership is on a fixed 60% basis with no staircasing which is against Housing Corporation guidelines and it does not allow people to come in at a lower stake.
142. Clearly such issues need to be resolved before planning permission can be granted.

Tenure mix

143. An approximate 60/40 split in tenure between rental and shared ownership is required such that 12 of the dwellings will be for rent and the remaining 7 shared ownership.
144. It is intended that units 3-6 will be shared ownership resulting in two each of the terrace blocks having a 50/50 split of rental and shared ownership. The remaining blocks will each contain one shared ownership property. This should result in a good integration between rental and shared ownership tenure.

Renewable energy

145. The applicants are relying on good construction techniques to make the dwellings energy efficient but do not demonstrate how at least 10% of the energy needs of the dwellings can be achieved through renewable energy. I have asked them to address this and Members will be updated at the meeting.

Water conservation

146. In accordance with Policy NE/12 a Water Conservation Strategy will be required prior to the commencement of any development. This can be required as a condition of any planning permission granted.

Flood Risk

147. The site lies within Flood Risk Zone 1 and not within an area of medium or high flood risk. However, I note the comments of the Chief Environmental Health Officer and local residents. At the Affordable Housing Panel meeting the Parish Council also confirmed that there are indeed issues in relation to drainage and foul sewage

disposal. The PC does not agree with Anglian Water that there is sufficient capacity within the existing system. I consider it likely that the problems with foul sewage are as a result of technical or maintenance problems that will need to be resolved by Anglian Water as it has confirmed that capacity exists but I will nevertheless seek further information on this point and Members will be updated at the meeting.

148. A condition to ensure that adequate measures for surface water drainage are put in place should satisfy the Environment Agency Standing Advice for such developments. This is confirmed by the Environment Agency comments.

Construction traffic

149. I have asked the Parish Council for advice on the most appropriate routes and times for construction traffic, especially HGV movements, having special regard to the movement of school children and their safety. Such times and routes if reasonable can be controlled through the use of a planning condition if Members are minded to approve the application. The Parish Council has stated:
150. “Meridian Primary School’s hours are 9am to 3.30pm – traffic is particularly busy in the Harbour Avenue area from 8.30 to 9 am and 3.15 to 4pm and we recommend that construction traffic should not be allowed to drive through the Village during these hours.
151. We recommend that this traffic should not use the Harbour Ave / Barton Rd junction at any time because of safety concerns outside the School and to avoid the 2 bends near the School and also the acute turn from the west end of Harbour Ave into the Valley. Comberton Village College hours are 8.20am to 2.50pm making Barton Road particularly busy immediately before and after these times.
152. Construction traffic should not start so early as to disturb residents’ sleep and a “Good Neighbour” policy of no construction traffic on Saturday afternoons, all day Sunday and bank holidays is requested. There should be no weekend working on site”.
153. I have yet to receive the comments of the applicants and Local Highways Authority with regard to these suggestions. Members will be updated at the meeting.

Biodiversity

154. I note the comments of the Ecology Officer. Other than comments in relation to the suggested footpath the matters can be secured through an appropriately worded condition.

Street lighting

155. It will be important to ensure that a scheme of street lighting, that will be necessary along the adopted highway, will be sympathetic to the location of the site adjacent to the Green Belt. This can be considered by means of an appropriately worded condition.

Parking courts

156. I note the comments of the Police Architectural Liaison Officer. However this parking helps to provide sufficient car parking for the scheme and attempts to alleviate some of the existing parking problems in The Valley I would therefore be reluctant to

suggest these spaces be omitted. The parking court is not in one single area, divided by the road, and there is some surveillance from the rear of the new dwellings on plots 14 and 15. I do not see any viable alternative within the constraints of the design of the scheme.

Permissive path

157. The applicants are proposing that a permissive path to the centre of the village be created to enable the new residents greater access across surrounding fields to the centre of the village. This is not a formal part of the planning application but would add something to the connectivity of the site to the centre of the village. I understand the land owner would not be prepared to allow a public right of way to be created.

158. ***Response to the comments of Comberton Parish Council***

- (a) The issue of potential phasing has been addressed. The Parish Council accepts the approach of pre allocation of all 19 units (see above).
- (b) I do not consider the development should be positioned further south. It will result in the site extending further into the Green Belt and as I consider the impact on neighbour amenity for the existing residents to the east of the site to be acceptable I do not consider there would be any benefit to be gained.
- (c) I have asked the applicants to move the northern boundary of the site further south which will reduce the size of this area. Gates are to be shown from the paths allowing access to these rear garden spaces. It is further considered that these dwellings on plots 3-6 should be shared ownership as experience suggests a greater level of maintenance and control can be achieved through this type of tenure. The areas will be used as additional garden space perhaps for home vegetable growing, orchard tree planting or just additional spaces to use as garden land.
- (d) I do not consider it would be desirable or feasible to locate dwellings to the rear of plots 3-6. The gap is not intended to allow for this in the future and in general developments should not be designed to prevent future development. Any such proposal would be considered on its merits if submitted. However, my opinion is that such a proposal would be unlikely to succeed in this instance.
- (e) The dwellings are of simple design which I consider appropriate. They are relatively low in height and small in scale which is appropriate to the Green Belt setting whilst according with the appropriate standards for affordable housing.
- (f) I agree that those in The Valley may not use the spaces but I consider they should remain available for such use and for use of the new residents in the context of the current and well known car parking problems that exist in The Valley.
- (g) At the Affordable Housing Panel meeting it was agreed that this area should be left as is. I have raised this issue with the applicants who are happy to agree to this.
- (h) I do not consider that handing the development site would provide more public space. I consider that it may even make this proposed area less accessible to

existing residents. As it is the area will be clearly visible from The Valley and will feel more a part of the area. Handing the site will tuck this area out of view. I also have serious concerns about moving the bulk of the dwellings closer to the western boundary as this will have a greater visual impact on the surrounding Green Belt.

- (i) The development cannot be expected to combat *existing* anti social behaviour problems.
- (j) The detail of garden boundaries would be a matter for consideration post decision. I would be happy to share proposed details with the Parish Council once submitted if desired. At the Panel Meeting it was decided that the front garden boundaries should remain open to ensure the green and open character of the development is retained.
- (k) The permissive right of way is not within the site boundary and is not a formal part of this application as stated above. The applicant has sought the cooperation of the land owner in providing this right of way and has confirmed that no formal footpath can be achieved. I consider that the offer of this right of way may help with linkages of the site to the main services within the village but the site is reasonably located in any case in the same way as the existing dwellings and I do not consider the lack of a formal link to be justification to refuse the planning application.

Conclusions

- 159. There is clearly strong local opposition to this proposal but I consider it does not amount to inappropriate development in the Green Belt and it complies with the requirements of Policy HG/5 of the LDFDCP. I believe there to be a significant need for affordable housing for those with a Comberton connection and I am not convinced that there are any alternative sites that are either better or available.
- 160. I do not consider there to be any material highway safety concerns or neighbour amenity issues. Flood risk will have to be carefully considered through the submission of an appropriate drainage scheme and appropriate landscaping will be key to the success of the scheme.
- 161. I have concerns that the applicant's model does not appear to be satisfactory to local RSLs and that the fixed equity approach will result in problems with affordability and staircasing. These issues must be resolved prior to consent being granted in order that the proposal is not allowed to remain undetermined for a long period. I therefore recommend that the applicants be given 3 months in order to satisfy these concerns of the Council's Housing Development and Enabling Manager and that if a satisfactory solution cannot be found the application be refused.

Recommendation

- 162. Delegated approval/refusal subject to the submission of a revised plan addressing layout concerns and subject to a 3 month period to resolve delivery issues to the satisfaction of the Housing Development and Enabling Manager and subject to conditions to require the allocation of all of the units prior to development commencing, affordability in accordance with required tenure split and policy in perpetuity, open space infrastructure provision, scheme for the equipping and maintaining of the children's play space, Grampian condition to ensure highway improvements to The Valley prior to commencement, submission of a full landscape

scheme, landscape implementation, renewable energy scheme, water conservation strategy, materials – walls roofs and hard surfaces, retention of car parking spaces, street lighting, drainage and foul sewage disposal, boundary treatment, archaeology, keeping front gardens open, routes and time restrictions for construction traffic, highway conditions recommended by the LHA and biodiversity.

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

- Planning Application File Ref S/0558/08/F
- Cambridgeshire and Peterborough Structure Plan 2003
- South Cambridgeshire Local Development Framework Development Control Policies Development Plan Document 2007
- Local Development Framework Open Space in New Developments Supplementary Planning Document Consultation Draft April 2008

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee4th June 2008**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

S/0468/08/F - GIRTON
Erection of Building to Provide 5 Apartments
following Demolition of Existing Dwelling
11 Mayfield Road, Girton – For Mr Justin Keen

Recommendation: Delegated Approval subject to the agreement of a financial contribution towards affordable housing

Date for Determination: 1st July 2008

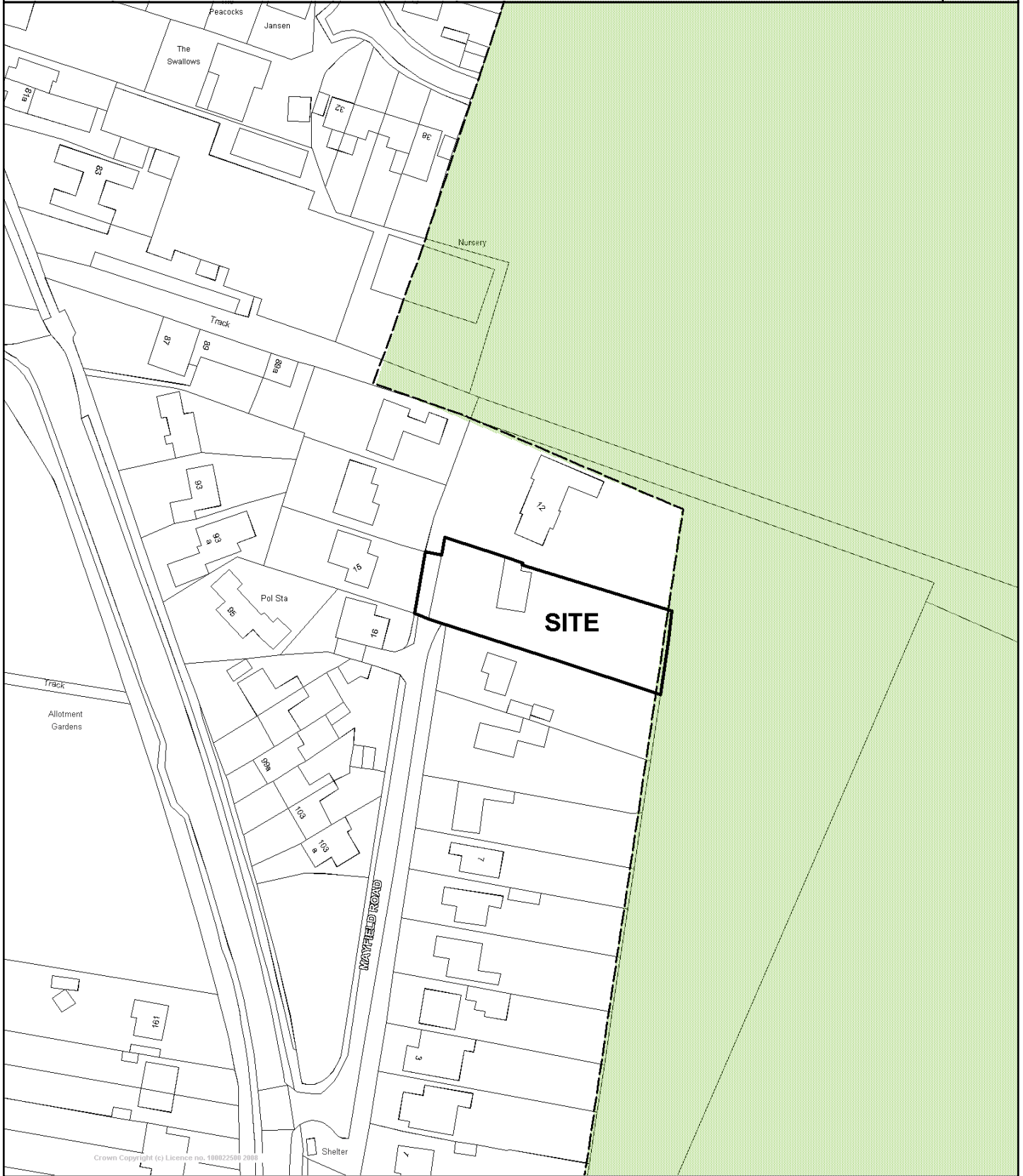
Notes:

This Application has been reported to the Planning Committee for determination because of the recommendation of the Girton Parish Council and upon request of Cllr Bygott

Site and Proposal

1. Mayfield Road is a small narrow road located off Girton Road. The application site is located at the end of this road and is approximately 0.11 of a hectare. The site comprises of an unoccupied detached dwelling “No.11” with a garden, most of which is severely overgrown, especially upon the site boundaries. There are also several large mature trees within the site, most of which are located within the rear garden. The front garden has a turning circle for cars but little to no recognised parking provision other than the existing garage.
2. The property has an attached flat roof garage with parapet wall as well as a front porch; however, both of these appear to be in a poor state of repair. Both the neighbouring properties nos. 10 and 12 are detached dwellings and are located to the south and north respectively. There is a prominent hedgerow to the front of the site, which at present makes a positive contribution to the character of the area. The dwelling is two-storey with a red facing brick and hipped roof.
3. The site is on the edge of the village framework with its eastern boundary backing onto the Green Belt. Mayfield Road contains a mixture of dwelling types both in size and design, all located off the narrow linear road layout. There is a parking area off Mayfield Road, which serves some of the dwellings upon the Girton Road. The entrance of the application site to the north of Mayfield road marks the end to the public highway and the start of a private driveway, which serves Nos. 12, 13, 14 and 15 Mayfield Road. Although No.11 has its own individual access point, it has been made clear from the information supplied that this property benefits from a right of way across the private driveway also.
4. The application, submitted on 12th March 2008, proposes the demolition of the existing dwelling on site and the erection of a replacement 2 and a half storey building. This building would be subdivided into 5 apartments, comprising of 3 two-bedroom units and 2 one-bedroom units. The property would have communal

S/0468/08/F - Girton



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Centre = 542616 E 261799 N

4th June Planning Committee

amenity space to the rear of the building with a parking area to the front along with cycle and bin storage. The existing hedgerow to the front of the site is to be replaced with a replacement tree specimen proposed in order to provide a more open turning area for the users of the site and those dwellings, located within the private road. (Nos. 12, 13, 14 and 15 Mayfield Road).

Planning History

5. Planning Application **S/0377/06/F** was approved for extensive two-storey side and rear extensions.
6. Planning Application **S/1246/07/F** was refused for the demolition of the dwelling and the erection of 4 flats. This application was refused due to the disproportionate size and design of the built form within the context of the local area, lack of provision for safe and secure cycle storage, lack of provision of bin and recycling storage, windows within the side elevations would overlook the adjacent properties thus resulting in a loss of neighbour amenity, failure to provide satisfactory detail outlining which landscaping is to be retained and removed, as well as any detail of any proposed replacement hard or soft landscaping and lack of pedestrian and vehicle visibility splays with potential impact upon highway safety and the existing hedgerow to the site's frontage, all contrary to Policies DP/2 and DP/3 of the adopted Local Development Framework 2007.
7. Planning Application **S/1753/07/F** was refused for the demolition of the dwelling and the erection of 4 flats. This application was refused due to the disproportionate size and design of the built form within the context of the local area, insufficient information of existing and proposed landscaping and of proposed car parking, manoeuvring and visibility splays. The proposal also failed to provide any provision of affordable housing.

Planning Policy

South Cambridgeshire Local Development Framework (LDF) Core Strategy, adopted January 2007 and Development Control Policies adopted July 2007:

8. **Policy ST/6 "Group Villages"** acknowledges that Group villages such as Girton are generally less sustainable locations for new development than Rural Centres and Minor Rural Centres, having fewer services and facilities allowing only some of the basic day-to-day requirements of their residents to be met without the need to travel outside the village. All Group Villages have at least a primary school and limited development will help maintain remaining services and facilities and provide for affordable housing to meet local needs. Residential development and redevelopment up to an indicative maximum scheme size of 8 dwellings will be permitted within the village frameworks of Group Villages.
9. **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.
10. **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.

11. **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.
12. **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.
13. **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.
14. **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.
15. **Policy HG/2 “Housing Mix”** sets a mix of market properties 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 up to 10 dwellings.
16. **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.
17. **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.
18. **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.
19. **Policy SF/11 “Open Space Standards”** sets out minimum space requirements as follows: 2.8ha per 1000 people comprising 1) 1.6ha per 1000 people outdoor sport; 2) 0.8ha per 1000 people children’s play space; and 3) 0.4ha per 1000 people informal open space.

20. **Policy NE/1 “Energy Efficiency”** requires development to demonstrate that it would achieve a high degree of measures to increase the energy efficiency of new and converted buildings. Developers are encouraged to reduce the amount of CO₂m³ / year emitted by 10%.
21. **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.
22. **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.
23. **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:

24. **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, adopted 2007.

Consultation

25. **Girton Parish Council** – Recommends Refusal on the following grounds:
 - a) As well as the need for social housing in a development of this size, this development would require substantial S106 monies to improve the road surface and drainage of Mayfield Road. Even given the improvement the Council believes that Mayfield Road is too narrow to sustain the increased traffic the development would generate.
 - b) The application documents contain misleading information (e.g. the nature of the community, the implied use of the property of No.12 and 101 Cambridge Road). Neighbours have clearly not agreed to the “improvement for all” slogan.
 - c) The sustainability of the development appears inadequate: The Design & Access Statement suggests that even the inadequate solar cells illustrated are only a pious hope for the future.
 - d) The car parking allowance on the property is inadequate and the Council endorses the comments of Mr & Mrs Thomas on the failure of the plans to conform to LDF policies.

26. **Highway Authority** – A condition survey of the adopted highway will be required to be undertaken before work commences to ensure that any damage caused will be the responsibility of the developer. No unbound material shall be used in the surface finish of the driveway within 6m of the highway boundary.
27. The Highway Authority has raised no objections to the proposal, although it has requested that a site plan be provided showing the parking spaces, turning areas and pedestrian visibility splays with dimensions. In addition to this it is requested that the access width be 5m wide and that a scheme for the discharge of surface water drainage be submitted before work commences.
28. **Urban Design Officer** recommends approval. “The proposed scheme is well designed and greatly enhances the street scene without deterring from its existing character. However, issues with the access to the property and the number of proposed units needs to be resolved satisfactory”. (These comments were made prior to the additional information in relation to the right of way over the private road).
29. **Landscape Design Officer** – No objection but further details would be required to clarify tree protection, as well as planting and pit installation including hard standing. The stock size of tree needs re-considering, as does the proposed species.
30. **Trees & Landscaping Officer** – The choice of the central tree (Robinia Pseudoacacia) is not suitable in my opinion due to its failure pattern, poor attached limbs, tight forks and potential for trunk decay. For the longevity of the sites landscaping I would like to see a cut leaf Beech or Oriental Plane. Furthermore, clarification of the use of a steel collar is required; if this refers to a “Victorian” style tree protection I would not feel this satisfactory. Any tree planted in this location is going to need protection through its life span from stem damage. I would suggest that bollards are set around the tree.
31. No objection in principle, but further details would be required in relation to tree protection, details of planting pit, installation of hard standing and on and possible off site landscaping to mitigate the loss of the existing hedge.
32. **Housing Strategy Officer** – As far as we are concerned, the viability information provided by Savills, in respect of the above, has sufficiently proved that the provision of affordable housing would result in a very low profit margin for the developer, rendering it unviable. We would assume that if the insistence of an on site contribution is made as part of this development, it will not go ahead. Pocock and Shaw (P&S) has assessed the appraisal on behalf of the Council and has suggested a commuted sum of £50,000.00, which we consider reasonable, but P&S has stated that this is likely to affect the profitability of the scheme and again may not go ahead as a result. The final sum of this contribution is currently being negotiated and an update will be provided at the Planning Committee meeting.
33. **Pocock & Shaw** – “I am inclined to agree that there is no satisfactory way of incorporating any social housing within this scheme. The acceptance of a commuted sum may well be the only way forward but a large enough sum to provide off site provision is out of the question. Therefore I suggest that a figure of £50,000 is as much as could be asked if the development is to remain viable and, even then, the developer’s profit would be less than might be expected”.

34. **Corporate Manager (Health and Environmental Services)** - recommends that the following conditions be applied to any consent granted:
- (a) 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.
 - (b) 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. (This is properly a matter for an informative).
 - (c) Before the existing property is demolished, a Demolition Notice will be required from the Environmental Health Department establishing the way in which the property will be dismantled, including any asbestos present, the removal of waste, minimisation of dust, capping of drains and establishing hours of working operation. This should be brought to the attention of the applicant to ensure the protection of the residential environment of the area. (This is properly a matter for an informative).

Representations

35. Residents of 12 properties in Cambridge Road and Mayfield Road object for the following reasons, which are summarised:
- a) The dwelling needs demolishing, but should be replaced by further housing;
 - b) The proposed design is too modern and not in keeping with the rest of Mayfield Road;
 - c) The existing road is too narrow to accommodate five apartments;
 - d) The proposal, by virtue of its mass and height, would be out of keeping with the character of the area;
 - e) The loss of the existing hedge would have an adverse impact on the visual scene and environment;
 - f) Several letters question the agents consultation process as they have had no say in the proposal;
 - g) The principal reasons for refusal under reference S/1246/07/F still apply in all essential respects;
 - h) The proposed car parking is inadequate and would result in cars spilling out onto Mayfield Road;
 - i) 5 apartments would lead to the intensification of the traffic in Mayfield Road, which could result in highway dangers, due to its narrow form and lack of pedestrian footpath;
 - j) Disagreement with the Design & Access Statements content in relation to the need for improvement and lack of sense of community;

- k) Questions are raised over the proposal providing the opportunity to minimise travel with the village having a poor resource of services and public transport;
 - l) There are discrepancies between the D&A and the application forms;
 - m) The proposal would not improve the “Public Realm”;
 - n) High level fenestration will impinge upon neighbouring amenity;
 - o) The perspective drawings are misleading;
 - p) The proposed external materials would be out of character with other homes in the area;
 - q) The proposal would not provide a turning space for other users of Mayfield Road as the land is private and only those with a right of way may use it;
 - r) The existing turning facilities within Mayfield Road are inadequate for large vehicles;
 - s) The proposed access to the site is inadequate in terms of providing a safe exit onto the road, especially considering that the proposal would accommodate 7 cars;
 - t) The development would set a precedent for potential re-development of flats in village locations throughout the District;
 - u) The addition of an extra flat (5 Units) makes the current proposal more detrimental to that which was previously refused (4 Units);
 - v) The proposal would result in additional noise to this quiet area;
 - w) The proposed landscaping would not improve the existing amenity.
36. Subsequent letters have been received in relation the amendments to this application, all of which endorse their initial comments stating that they do not believe that their concerns have been addressed.
37. Further to the above comments the local member for Girton, Cllr Bygott, has requested that this application be brought before the Planning Committee for determination on the following grounds based on the criteria set out in Policies DP/2 and DP/3 of the LDF 2007;
- a) Safety of vehicular access from Mayfield Road;
 - b) Whether the development is out of character with the pattern of development within the vicinity;
 - c) Residential Amenity.

Planning Comments – Key Issues

Housing

38. The application site area is approximately 0.11 of a hectare and therefore the proposal for 5 apartments would consist of a housing density of 46 dwellings per

hectare, which would satisfy the requirements of Policy HG/1 "Housing Density". This policy seeks that residential development will make the best use of land by achieving average net densities of at least 30-40 dwellings per hectare. As Girton is a "Group Village" it is recognised that it is a less sustainable location than other larger villages. However, considering that schemes of up to 8 dwellings are permitted within Group Villages, it is considered that this proposal provides a good use of land for a plot this size.

39. The proposal would provide a mix of units with three 2-bedroom and two 1-bedroom self-contained flats. Although the scheme would not provide any 3 or more bedroom units, it is considered that, as Policy HG/2 "Housing Mix" makes specific reference to an identifiable need both nationally and within the District for smaller housing such as 2 bedroom properties, the proposal would provide an adequate mix of housing type in accordance with this policy.
40. The applicant has put forward information in the form of a financial viability statement, which states that the proposal would not be viable if a 40% allocation of affordable housing was provided on site. This information was outsourced to a consultant "Pocock & Shaw" on behalf of the Local Authority who has concluded that a financial contribution would be viable given the nature of the financial assessment submitted. This sum is currently being negotiated between the Council's Housing Services Officer and the developer. Paragraph 4.14. supporting Policy HG/3 "Affordable Housing" states that within individual smaller developments where individual units of affordable housing cannot reasonably be provided on the development site itself, it may be appropriate for a financial contribution towards off-site provision to be secured through Section 106 agreements. This approach is also applicable to small sites where there may be difficulties over delivery or management of small numbers of affordable houses.

Transport & Sustainability

41. The proposal would provide off street parking for 7 vehicles along with the provision for 8 cycles, details of which are to be controlled by condition. Policy TR/2 "Car & Cycle Parking Standards" states that for residential development the "maximum" standard is for 1.5 space per dwelling. At this maximum standard the site should provide 7.5 spaces. However, this site is located within the heart of the village, with a bus stop located at the bottom of Mayfield Road with the junction to Girton Road. In light of the scale of the development and the nearby services for public transport it is deemed that the provision of 7 spaces is acceptable within this location as it accords with Policy TR/1 "Planning for More Sustainable Travel" which 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 a sufficient standard of accessibility to offer an appropriate choice of travel by public transport or other non-car travel mode. In line with this policy the Council is minded to minimise the amount of car parking provision in new developments by restricting car parking to the maximum levels.
42. The Highway Authority has raised no objections to the proposal and has made no reference to the intensification of use of the access on to Mayfield Road. It has, however, requested further information from the developer in relation to the dimensions of the parking and turning areas along with the provision of a 5m wide access point and 2m x 2m pedestrian visibility splays. The existing access is narrow with its visibility hindered by the existing hedgerow and surrounding landscaping. The proposal provides an open access mouth of approximately 5.5m, which spans across the existing access to the site and the entrance to the private driveway leading to Nos.12, 13, 14 and 15 Mayfield Road. The amended plans submitted are scaled and

it is clear that the spaces meet the minimum dimensions of 2.4m x 4.8m for a car parking space. The detail of the hard standing and discharge of surface water will be agreed by condition. It is my opinion that the proposed parking layout provides enhanced visibility and turning for vehicles entering and exiting the private road to the north of Mayfield Road.

Street Scene & Public Realm

43. The property has been designed as a replacement to the existing building and does not sit excessively forward of the previous building line. Given the location of the building envelope and the extensive trees and landscaping to the frontages of other properties within Mayfield Road, the building itself, would not be prominent within the street scene and in my opinion would not appear visually intrusive to the visual amenity of the local area. Whilst it is acknowledged that the proposal is of a modern contemporary design, the building would respond positively to the surrounding context with it being sympathetic in scale and built form. Although the layout of the building would be significantly larger than the existing dwelling it would be sympathetic in its impact to the adjacent dwellings by virtue of its lowest points being sited along the common boundaries. The opening up of the front aspect will allow for enhanced visibility for road users as well as a more public use of space.
44. Mayfield Road contains a vast mixture of housing and size with no one common period or type of dwelling. The proposal aims to provide the re-use of a redundant Brownfield site at a suitable density for an energy efficient contemporary form of housing. Whilst the development contains apartments or flats, it has been designed within a two-storey aspect in line with the heights of other buildings within the vicinity. The footprint of the building would not be significantly larger than the extended dwelling "No.12" to the north of the site. The loss of the hedgerow to the front of the site will enhance the vehicular movement for the site and to the private access road, whilst allowing for mitigation through a replacement tree of a more suitable species and protection in line with the comments from the Tree Officer. The landscaping scheme will be agreed by condition; however, there is an existing tree to the north west of the site as well as the prominent hedgerow to the southern boundary of No.12. These features will be opened up to the street scene, which will greatly contribute to the street scene. There is also further planting proposed around the bin store and to the front of the property. The existing hedgerow and tree to No.10 Mayfield Road also provide adequate screening from the approach road.
45. In accordance with Policy SF/10 "Provision of Public Open Space" the applicant has agreed to make a financial contribution for an off site contribution to the sum of £7,835,64, as there can be no provision of public open space within the application site.

Neighbouring Amenity

46. The proposal would contain no fenestration within its first floor side elevations and the windows within the roof space are above recognised head height of 1.8m. Therefore the proposal would not result in overlooking to the neighbouring properties. The interlocking roof of the building ensures that the lowest parts of the building are situated upon the flank boundaries to minimise the impact upon neighbouring amenity. These side elevations would be no higher than the eaves height of the adjacent properties. The properties opposite the application site at Nos.13, 14, and 15 Mayfield Road are separated from the site by the private road leading to No.12 as well as by their own parking areas and front gardens. These properties are set back approximately 8m from the proposed parking area. Given the position of the access

road I am of the opinion that the intensification of the site of 5 units would not result in a significant adverse impact upon the amenities that the owners of these properties currently enjoy.

Recommendation

47. Approve as amended by Plan No.2389/002 A stamped 06/05/08; (Subject to a Section 106 Legal Agreement securing a financial contribution for affordable housing)

Conditions

1. Standard Condition A – Reason - A
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 roof.
(Reason - To ensure that the development is not incongruous.)
 - b) Surface water drainage.
(Reason - To ensure satisfactory drainage of the site.)
 - c) Refuse storage accommodation.
(Reason - To ensure refuse storage is adequately provided on site without causing visual harm to the area.)
 - d) Materials to be used for hard surfaced areas within the site including the driveway and car parking area.
(Reason - To ensure that the development enhances the character of the area and to protect tree planting on the frontage.)
3. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development. (Reason - To enhance the quality of the development and to assimilate it within the area.)
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 any part of the building 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. Details of the treatment of the 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 any part of the building 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.)

6. No development shall commence until details of the following in regard to the proposed tree on the front west boundary of the site 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) Details of proposed tree species and type;
 - b) Details and location of protective bollards around tree;
 - c) Details of planting pit and installation of tree;
 - d) Details of surface materials around base of tree.
(Reason – To ensure that a suitable sustainable tree specimen is provided, installed and protected to safeguard the character of the area)
7. No development shall begin until details of a scheme for the provision of recreational infrastructure to meet the needs of the development in accordance with Policy SF/10 of the Local Development Framework Development Control Policies 2007 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a timetable for the provision to be made and shall be carried out in accordance with the approved details. (Reason - To ensure the development contributes towards public open space, in accordance with Policies SF/10 and SF/11 of the South Cambridgeshire Local Development Framework 2007.)
8. No development shall take place until a scheme of ecological enhancement outlining 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 in accordance with Policy NE/6 of the adopted Local Development Framework 2007.)
9. During the period of construction no power operated machinery shall be operated on the premises before 08.00 am on weekdays and 08.00 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.)
10. No development shall begin until details of a scheme for the provision of affordable housing infrastructure to meet the needs of the development 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 scheme shall include a timetable for the provision to be made and shall be carried out in accordance with the approved details. (Reason - To ensure the development contributes towards affordable housing within the District, in accordance with Policy HG/3 of the South Cambridgeshire Local Development Framework 2007)

Informatives

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

2. Before the existing property is demolished, a Demolition Notice will be required from the Environmental Health Department establishing the way in which the property will be dismantled, including any asbestos present, the removal of waste, minimisation of dust, capping of drains and establishing hours of working operation. This should be brought to the attention of the applicant to ensure the protection of the residential environment of the area.

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

- South Cambridgeshire Local Development Framework Core Strategy (adopted January 2007) and Development Control Policies (adopted July 2007).
- Cambridgeshire and Peterborough Structure Plan 2003.
- Planning application files ref: S/0468/08/F, S/0377/06/F, S/1246/07/F and S/1253/07/F.

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee4th June 2008**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

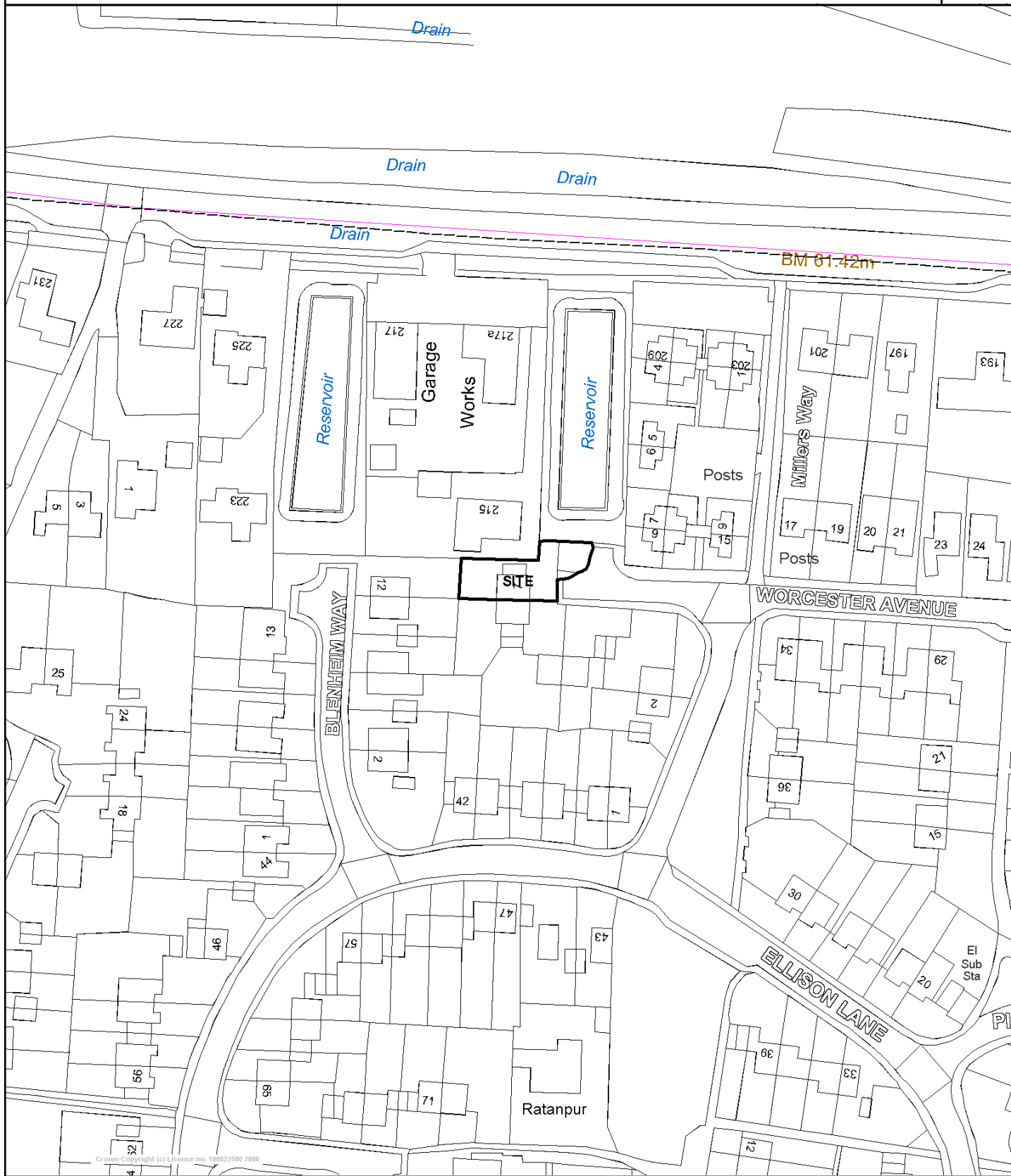
**S/0597/08/F – HARDWICK
Erection of Garage at 7 Worcester Avenue, for Mr D Hinson****Recommendation: Refusal****Date for Determination: 22nd May 2008****Notes:****Members will visit the site on the morning of the Committee meeting.****This Application has been reported to the Planning Committee for determination because the local member considers that a committee site visit would be appropriate.****Site and Proposal**

1. Worcester Avenue is a small residential cul-de-sac, located within the village framework of Hardwick. The area is characterised by two storey semi-detached dwellings set behind open plan frontages.
2. The application site forms part of a pair of semi-detached dwellings that are located to the south west of a reservoir/balancing pond. The parcel of land affected by the proposed development is an area of open land located in front of the main dwelling and adjacent to its existing driveway. A hardstanding has previously been set into an area that was formerly entirely grassed that stretches across the southern edge of the reservoir to a vehicular turning head that allows for manoeuvring within the cul-de-sac. A single tree is located centrally within this parcel of land.
3. A close boarded fence and hedgerow separate this parcel of land from the adjoining single storey residential dwelling at 215 St Neots Road and the reservoir site.
4. This full application, received on 27th March 2008 proposes the erection of a single garage, measuring 4.4m wide, 5.3m deep and with a ridge height of approximately 3.9m on an area of open land in front of the main dwelling. It would be constructed in Tudor facing bricks and concrete grey tiles to match the house.

Planning History

5. The most relevant planning history for the site is as follows:
6. **S/0056/08/F** – application for the erection of a garage 5.1m wide in the same location as that currently proposed. The application was refused on the grounds that the proposal would significantly reduce the openness of the estate and cause harm to the street scene, contrary to Policies DP/2 and DP/3 of the adopted Local Development Framework 2007 (LDF) and Policy P1/3 of the Structure Plan 2003.

S-0597-08-F



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Scale 1/1250 Date 19/5/2008

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Planning Committee June 2008

7. **S/1523/05/F** – application for the erection of an revised scheme of extension to the main dwelling. This was approved with a condition precluding parking on the amenity area located in front of the dwelling.
8. **S/0794/05/F** – application for an extension to the main dwelling. The application was refused on the grounds of overbearing impact upon the neighbouring dwelling at 215 St Neots Road and unacceptable visual impact on the street scene in Worcester Avenue.

Planning Policy

9. **Policy P1/3** of the Cambridgeshire and Peterborough Structure Plan 2003 (' 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.
10. **Policy DP/2** of the LDF states that all new development must be of high quality design and, as appropriate to the scale and nature of the development, should (inter alia): preserve or enhance the character of the local area; 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; and include high quality landscaping compatible with the scale and character of the development and its surroundings.
11. **Policy DP/3** of the LDF states that planning permission will not be granted where the proposed development would have an unacceptable adverse impact: On residential amenity; From traffic generated; On village character; On the countryside, and landscape character; From undue environmental disturbance such as noise, lighting, vibration, odour, noxious emissions or dust; On ecological, wildlife and archaeological interests; and On flooding and flood risk.

Consultation

12. **Hardwick Parish Council** – makes no recommendation and raises no comments.

Representations

13. At the time of preparing this report representations have been received from the neighbouring owner/occupiers at 215 and from the Local Member. The main comments/concerns raised by the neighbour are as follows:
 - (a) Development likely to compromise foundations of existing fence.
 - (b) Roof overhangs into neighbouring land – not acceptable.
 - (c) Development likely to compromise foundations of neighbouring dwelling – Party Wall Act restrictions apply.
 - (d) Already three parking spaces serving dwelling, used in part by taxi business. Likely to lead to intensification of such use changing character of estate further.
 - (e) Garage would have an adverse impact on existing tree.
14. The Local Member has raised the following comments:
 - (a) The applicant has scaled down his original plan to minimize the impact on the street scene.
 - (b) Requires garage to keep his motorbike securely.

- (c) Impact of the garage would be minimal, masked by mature tree.
- (d) No affect on anyone's light.
- (e) Although the Parish Council had misgivings about the original plan it has no objections to the current proposal.

Planning Comments – Key Issues

15. The key issues to consider in the determination of this application are:
- (a) Impact upon Residential amenity;
 - (b) Impact upon Character and Appearance of the Street Scene

Impact on Residential Amenity

16. The only dwellings likely to be physically affected by the proposed garage are the existing dwelling that the garage would serve and the adjoining residential dwelling at 215 St Neots Road given that there no other dwellings immediately adjoining the northern boundary on this part of the residential cul-de-sac.
17. By virtue of the height of the proposed garage, which measures 2.4m to eaves level, only approximately 0.6m of the structure would be visible above the existing fence line. As such, given the modest nature of the increase in height above the existing fence line, the scheme is unlikely to result in a serious loss of light or overbearing impact upon the adjoining dwelling at 215 St Neots Road.
18. I note the various comments made by the neighbour. However, issues of gutter overhang, which appears minimal on the plans, Party Wall obligations, and impact upon foundations could not be considered to be material planning issues. Such matters would need to be satisfied, however, under the relevant legislation should the development obtain planning permission. Additionally, the concerns raised with regard to the taxi business are not material to this application. Whilst a taxi business may be operating from this location at present, the application makes no reference to this and, given that the scheme is for a garage to would be accessed over the existing driveway, it could not be considered that the development exclusively facilitates such activity such as to warrant its inclusion as part of the development that is being applied for. The impact of a taxi business operating from the site would need to be considered on its own merits, should it be considered to constitute development requiring planning permission.

Impact upon Character and Appearance of the Street Scene

19. The open area that the garage is proposed to be located upon has previously been considered as making a positive contribution to the character of the area, both in the determination of the refused scheme for an alternative garage and at the time of approving an extension to the main dwelling, where a condition of consent sought to prevent parking on the land within which the garage is now proposed.
20. The proposed scheme would effectively impose a built form in this location, where there is none at present, stretching development forwards, serving to reduce the openness and subsequent amount of visual amenity space in the street scene. While the proposed garage has been revised from the earlier scheme to reduce its width and subsequent projection into the open space by 0.7m, the height of the structure remains the same. As such, given the location of the garage forward of the existing dwellings, it is considered that the development continues to result in a detrimental impact upon the street scene.

Recommendation

21. Refusal

Reasons for Recommendation

1. The application site is set on the corner of a residential cul-de-sac and would be located adjacent to an existing balancing pond. The land provides an open aspect in an area with a number of open frontages and makes a positive contribution to the character of the area. The addition of a garage on a section of this land would create a large bulk of development extending onto this land. This would significantly reduce its openness and would therefore be detrimental to the street scene of Worcester Avenue.
2. The application would therefore be contrary to Policy DP/2 of the Local Development Framework Development Control Policies (LDFDCP) 2007 which states all new development must be of high quality and should preserve or enhance the character of the local area, Policy DP/3 of the LDFDCP 2007 which states planning permission will not be granted where the proposed development would have an unacceptable adverse impact on village character, and Policy P1/3 of the Cambridgeshire and Peterborough Structure Plan 2003 which states a high standard of design for all new development will be required which provides a sense of place which responds to the local character of the built environment.

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 Files Ref: S/0597/08/F, S/0056/08/F, S/1523/05/F, and S/0794/05/F
- Documents referred to in the report including appendices on the website only and reports to previous meetings

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee4th June 2008**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

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

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

Members will visit Station Road, Longstanton on 4th June 2008.

Background

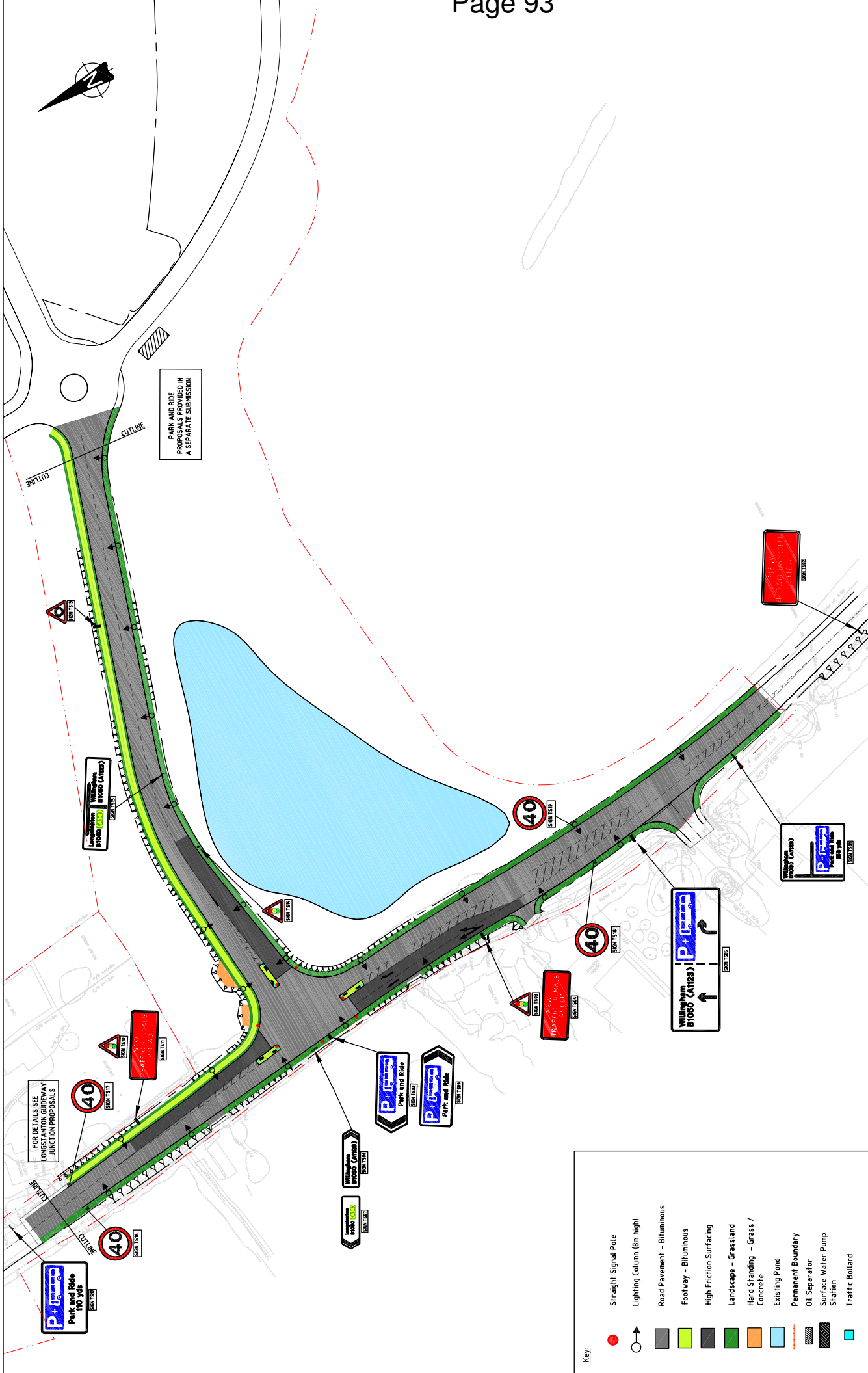
1. On 21st December 2005, the Secretary of State for Transport directed that planning permission be deemed to be granted for the development included in the Cambridgeshire Guided Busway Order. One of the ten conditions reads:

(Condition 3)
 - (a) Work shall not begin on each of the following items of development until in each case prior written approval of their design and external appearance has been obtained from the local planning authority:
 - (iii) the formation, layout or alteration of any means of access to any highway used by vehicular traffic; and
 - vi) Park and Ride sites, including finished ground levels for sites located within the indicative floodplain.
 - (b) The works shall be carried out in accordance with the approval given by the local planning authority or, if that authority gives prior written approval to any amendment or alteration, subject to such amendment or alteration.

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

Two submissions require Committee consideration:





Key:

●	Straight Signal Pole
○	Lighting Column (6m high)
■	Road Pavement - Bituminous
■	Footway - Bituminous
■	High Friction Surfacing
■	Landscape - Grassland
■	Hard Standing - Grass / Concrete
■	Existing Pond
■	Permanent Boundary
■	Oil Separator
■	Surface Water Pump Station
■	Traffic Bollard

PROJECT: B1050 LONGSTANTON JUNCTION DISCHARGE OF PLANNING CONDITIONS GENERAL LAYOUT

CLIENT: Cambridgeshire County Council

CONTRACTOR: nuttall

CONSULTANTS: ARUP, CGB Design JV

DATE: 07/03/08

BY: JTH

MEC: OC

NOTES:

- T202, T204 AND T201 ARE TEMPORARY SIGNS AND ARE TO BE REMOVED SIX MONTHS AFTER THE OPENING OF THE JUNCTION.
- T204 / T1 / W / W ARE REVISIONS OF EXISTING SIGNS.
- SEE SIGN SCHEDULE FOR SIGN DETAILS.

DATE: 29/01/2008

SCALE: 1:500

CDP REF: HY/JNLONW-D-1091A

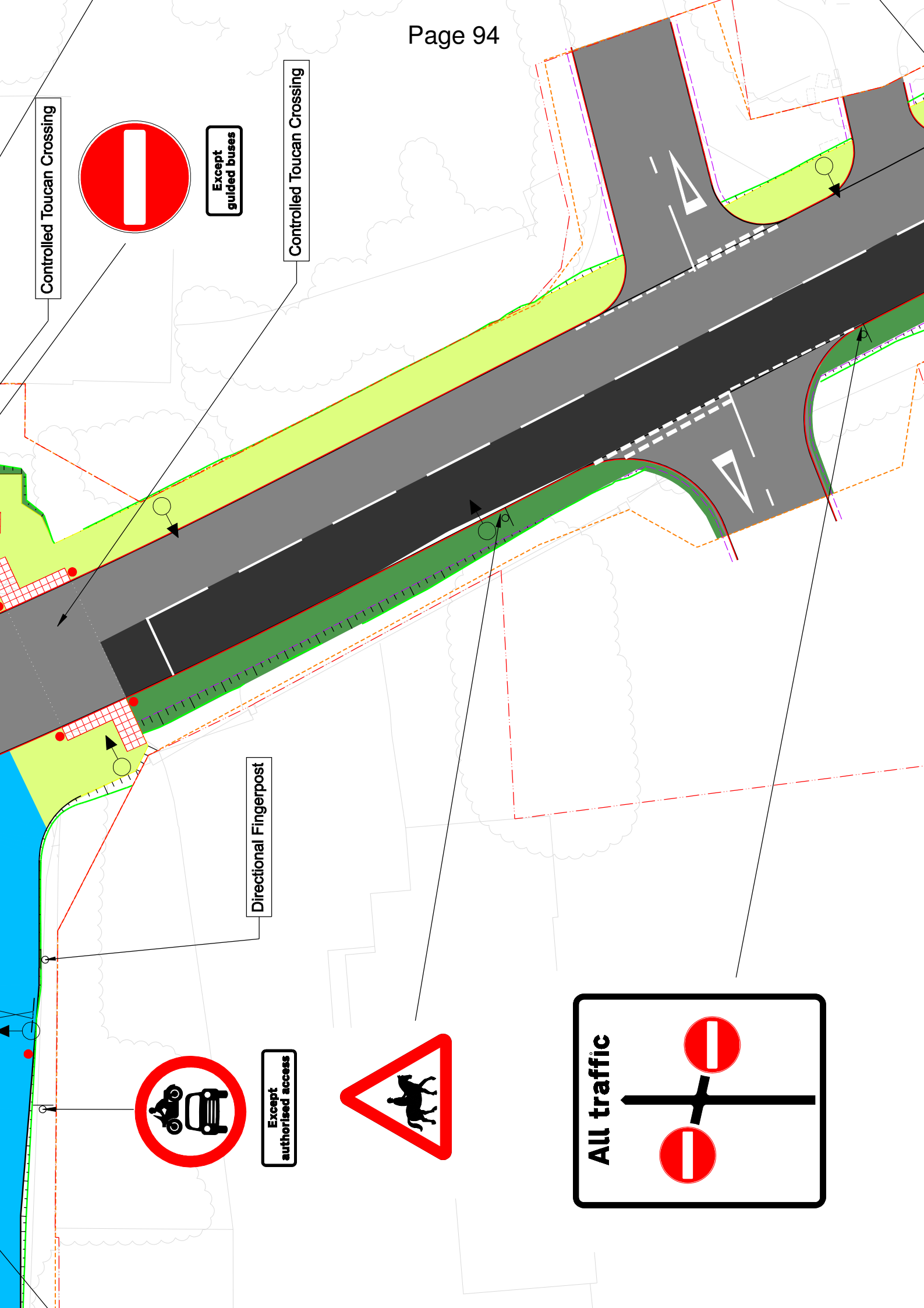
JOB NO: CGB/HUY/JNLONW/D/1091 | A

PROCESSED BY: MEC

CHECKED BY: OC

APPROVED BY: JT

Cambridgeshire GUIDED BUSWAY



Controlled Toucan Crossing



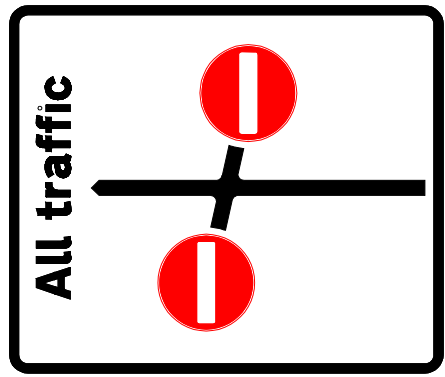
Except guided buses

Controlled Toucan Crossing

Directional Fingerpost



Except authorised access



All traffic

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

2. This submission was deferred at Committee on 5th December 2007. The minute reads:

“The Committee DEFERRED making decisions in respect of Condition 3(a)(vi) - Design and external appearance of Longstanton Park and Ride site pending the receipt of further details about the design and layout of the junction on Station Road, the approach road on the site, balancing ponds and landscaping, mitigation proposals to reduce impact on neighbouring properties and the need for such high and large numbers of lamp posts”.

Site and Proposal

3. The Park and Ride site is located on the east side of B1050, Station Road and south of the Guideway. To the west of Station Road is a number of commercial premises and two residential properties (“Southwell” and “Stanton House”), to the north are two residential properties (Orchard Cottage and Gresley House) and commercial properties including John Henry Engineering Ltd, and to the south and east is land which falls within the Northstowe Action Area Plan. Station Road is unlit, subject to a 40mph speed limit and has no footways south of the former level crossing. To the north is a footway/cycleway on the east side of the carriageway leading into Willingham.
4. The submission as amended by letters dated 8th November 2007 and 20th March 2008 and accompanying drawings, proposes the design and layout for a 700 vehicle space park and ride site to be constructed in two phases of 350 spaces each. A total of 32 spaces have been provided for disabled passengers. Details of the building on the site have been approved.
5. A cycleway has been provided from the B1050 Station Road and follows the entrance road into the bus terminal area. There is provision for cycle shelters to accommodate 50 cycles each for Stage 1 and Stage 2.
6. Two walkways have been provided for pedestrian access through the parking area from the furthest parking row to the bus terminal.
7. Access into the Park and Ride is provided from the B1050 Station Road via a signalised junction and then through a roundabout. The highway junction, has been moved some 32 metres north of its original position opposite the bungalow, “Southwell”. The alignment of the approach road has consequently been adjusted and there is now a single surface water balancing pond south of the approach road. To achieve the junction, the alignment of Station Road has been moved eastwards for a distance of approximately 180 metres south of the proposed junction. This will involve the loss of that extent of hedgerow on the east side of the road.
8. Landscaping proposals include native screen planting between 5m and 20m wide on the western, southern and eastern edges and larger stock trees planted in an avenue arrangement alongside the central pedestrian routes. Land around the balancing pond and south of the approach road will be planted with a mixture of native screen planting, wildflowers, grassland, reedbed and ‘aquatic’ planting.

B. CONDITION 3(a)(iii) - LONGSTANTON STATION ROAD, GUIDEWAY JUNCTION

Site and Proposal

9. Station Road Guideway junction lies some 150 metres north west of the proposed traffic light junction into the Park and Ride site. Surrounding properties comprise a mix of residential and commercial.
10. The submission dated 18th January 2008 and accompanying drawing proposes a traffic light controlled crossing of the Guideway, controlled toucan crossings, signage and 15 x 8 metre high lighting columns (8 on the Guideway and 7 on Station Road). A new access is also proposed on the west side of Station Road to serve Digital Park as a replacement for an existing access, which is to be closed. A separate planning application has been submitted for the construction of the new road linking Digital Park to this point of access.
11. These two submissions include the extension of the footway on the north side of the Guideway and east of Station Road southwards into the Park and Ride. They also illustrate the complete changes proposed along Station Road between the Guideway junction and the Park and Ride entrance.

History

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

Policy

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

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

The supporting text states:

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

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

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

Consultations on both schemes (Park and Ride as amended)

14. **Longstanton Parish Council** comments as follows:

- (a) “The new junction shows limited access to and from the property of Mrs Kides (Southwell). Mrs Kides has operated a small retail business from her property for over 30 years, and is dependent upon the income she generates. The Parish Council is concerned that limited access to Southwell raises road safety concerns for Mrs Kides, pedestrians and drivers.

It is not good enough for the current road-edge simply to be maintained. At present if a car draws in and stops in order to purchase from Mrs Kides’ stall, the road is still wide enough for other vehicles to overtake. However, under the three-lane proposal the lanes will necessarily be narrower than at present. Anyone stopping at Mrs Kides’ stall would block the flow of northward traffic. The only solution is to widen the road adequately at this point.

- (b) Access to and from the Stanton House property may be limited at peak hours by vehicles using the traffic lane turning right into the Park and Ride creating a queue of stationery traffic across the property entrance.

Road signs for traffic lights will obstruct the view from Stanton House of oncoming traffic from both directions. The Parish Council has concerns relating to road safety for drivers and pedestrians, and access issues to and from Stanton House.

- (c) The junction access to the depot of John Henry Ltd off the new roundabout will create additional heavy traffic flow, noise and pollution risks.
- (d) Road drainage is currently provided by cut ground culverts. The proposed plan makes no reference to the ditch on the West side. The Parish Council requires clarification that if kerbstones are used to edge the road what is proposed to address the drainage?
- (e) The Parish Council is unclear as to what exactly ‘Permitted Deviation’ refers. This matter appears to affect the properties on the West side. We require further information in order to comment.
- (f) Though we have been given strict guidelines that indicate that our comments must be restricted to the ‘formation, layout out or alteration of any means of access to any highway used by vehicular traffic’ there is a risk that this will lead to the application being considered piecemeal, with seriously damaging consequences, for road safety, for road effectiveness and for the community of Longstanton.

Two major concerns of the Parish Council come into this category;

- i) The absence of any cycleway or footpath associated with this road and with the Park and Ride. The County Council has spent large sums on cycleways allegedly in connection with Northstowe. Regrettably only one community appears not to have benefited: the one actually closest

to, and most affected by Northstowe. We note that Knapwell is apparently deemed more deserving by CCC of Northstowe-related cycleway funding than Longstanton. Recently a large amount of money was spent refurbishing the little-used (and perfectly serviceable) cycleway to the north of the CGB crossing. How can the obvious need for that cycleway to continue southwards be ignored?

A cycleway along the east side of the B1050 south of the CGB crossing is absolutely essential. It is entirely disingenuous to claim that such provision is not an integral part of the road modifications at that point. A 500-home development less than 800m from the P&R site and many people would want to use the CGB from this development. The road is entirely dangerous to walk on. If no arrangement is made for pedestrians or cyclists some will still use the road, with disastrous consequences.

If provision for footpath/cycleway is not included now it will never happen. It has always been indicated in previous years when Longstanton proposals for such a track were rejected by CCC that such proposals would have to await Northstowe. That time is now.

We accept that the arrangements for the cycleway around Crabtree Corner cannot be finalised as yet because they depend on the Northstowe plans, but arrangements for the cycleway must be included immediately south of the CGB crossing.

- ii) The row of tall trees currently along the east side of the B1050 opposite Southwell and Stanton House will need to be removed. The proposal to replace them with open landscaping is entirely unacceptable. We note the comments of CCC's Mr Menzies in response to point 5 of a series of questions by Shona Johnstone that 'There have been discussions with SCDC landscape planners about the planting going back for years which have shaped the proposals'. To the best of our knowledge there has been no consultation on this topic with either Longstanton PC or even SCDC's Planning Committee. As with point (i) above, unless provision is made at this stage to replace the current row of trees with a new row of shielding trees to the east of the new cycleway, it will simply never happen.

The Parish Council fully supports the objections and comments made by Mr and Mrs Ashby of Stanton House and Mrs Kides of Southwell."

15. **Willingham Parish Council** comments as follows:

"Our main objection regarding this project is the likely disruption to traffic particularly at peak times.

We fear that there will be long delays for southbound traffic in the morning peak and northbound in the evening peak both during construction of the junction and when the new project is operational.

We did two traffic surveys last year, copies of which are attached, (see Appendix), which showed at that time peak flows of over 700 vehicles per hour along the B1050. This volume regularly results in long tail backs of several miles. Additional Park and

Ride volume coupled with further flow restrictions is likely to make the situation even worse.

Adding Northstowe to the equation is a recipe for gridlock.

The answer of course is to provide a proper alternative route bypassing Longstanton and Willingham for through traffic. This work really should have been done first.

As you are probably aware there is a study in hand to evaluate the case for a bypass around Willingham. Hopefully the result will be positive although even then implementation will take many years.

Shorter term we could recommend using all possible measures to minimise disruption including maintenance of unimpeded two way flow at peak hours during the construction phase”.

16. **Local Highway Authority** has confirmed that the details of the Guideway junction are acceptable. However, concern is expressed that, whereas there is a clear pedestrian (and presumably an off-road cycle path as at present) to the Park and Ride site from the north, no such facility is shown to Longstanton.

17. The **Council’s Land Drainage Manager** stated in regard to the original Park and Ride submission:

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

For the final approvals the developer should be informed that:

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

18. **Environment Agency** has not commented.

19. The **Council’s Landscape Design Officer** made detailed comments about the plant schedules, cycle parking, edging of balancing ponds, materials for footway paving, width of tree planting beds within the car park, signage, CCTV and cabling routes. No further comments have been received in regard to the amended Park and Ride submission.

20. **Ecology Officer** has no objections to the amended Park and Ride scheme.

Representations

21. John Henry (Civil Engineers) does not believe a land ownership issue has been discussed and resolved. In addition, the following comments are made:

“The drawings show a reconstruction of our entrance onto Station Road, and it looks like we will be losing ownership of the road to a point approximately 6.0 metres back from the Highway.

Firstly the reconstructing of the entrance appears to be reducing the radius of the entrance. This will increase the difficulty of articulated lorries leaving and entering the site. This is already a dangerous entrance, and these changes will only make the situation worse. Would it be possible for someone to come and talk to us with regards to this issue, and perhaps allay our fears. I would hate for a serious accident to occur and we had done nothing in our power to prevent it”.

22. Residents of “Stanton House” and “Southwell”, properties on the west side of Station Road have objected. The grounds of objection are summarised below:

- (a) The junction shows no access for “Southwell”. This will interfere with the occupier’s established business of selling produce and flowers and cause a road safety problem.
- (b) Traffic queuing to turn right into the Park and Ride site would block access into Stanton house at busy times. Exiting this access would also be riskier due to stationery traffic across the sight-line and visibility being restricted by signs and a lamp post.
- (c) Air pollution in the vicinity of the two properties would be increased.
- (d) No provision has been made for a footpath/cycleway to Longstanton or for land to be set aside for this facility.
- (e) Proposed low level landscaping to replace a hedge separating “Stanton House” and “Southwell” from the Park and Ride site would prejudice road safety (snow drift), cause loss of an eastern windbreak, loss of a visual shield from the development and damage established hedge ecology. A replacement hedge of the same height as currently should be planted.
- (f) The use of a traditional, inefficient and oversized lighting scheme design risks gross light pollution. Insufficient on-off timing information has been provided to be able to form a complete assessment about light pollution effects.
- (g) Loss of the large existing hedgerow would cause urbanisation, loss of visual amenity and further light pollution.
- (h) Use of the new junction by John Henry Ltd’s light and heavy lorries would increase unplanned traffic, noise and pollution risk.
- (i) Expansion of the John Henry Ltd land is apparently taking place without involving the public planning process.
- (j) There is a risk to drainage with lack of attention to pre-existing problems in the open roadside ditch which flows on the west side of Station Road.

- (k) Insufficient details have been provided for drainage arrangements to the two properties. There is no explanation of how the surface water pumping station will work on the Park and Ride site.
 - (l) The Park and Ride scheme should be assessed against the environmental impact of expansion of Northstowe to the west of Station Road.
 - (m) There are existing foul drainage problems. If a septic tank system is required, its size and arrangements for emptying it regularly need to be considered.
 - (n) The plans show an outline of 'Permitted Deviation', which needs explaining as it seems to cut into the properties on the west side.
 - (o) The proposed 40 mph speed limit should be reduced to 30mph due to the re-alignment of the road and the provision of three sets of traffic lights in such a short distance.
 - (p) There are many signs for the Park and Ride site.
 - (q) Planting to the west of the balancing pond is limited to grassland and wildflowers. This should include native tree planting to protect these properties.
23. The occupier of "Southwell" also objects on the following grounds to the Guideway junction:
- (a) Condition 8 required a noise barrier to protect Histon and Girton (Impington) residential amenity. No such provision is made for residents at Station Road, Longstanton.
 - (b) Lights along the full length of the Guideway will litter the countryside, waste energy and create further light pollution.
 - (c) Six no-entry signs and two signs warning of car traps is excessive in the countryside. Movable bollards would suffice.
 - (d) Horse riders, cyclists and pedestrians using the maintenance track will have to cross diagonally over a very busy road.
 - (e) Two accesses to residential properties on the west side of Station Road, north of the Guideway, should be environmentally protected.
 - (f) The no-entry sign south of Digital Park and John Henry accesses will confuse drivers.
24. Gallagher Estates commented on the original Park and Ride submission:
- (a) Fully support the "future connection to Northstowe development". But it is not clear how the two-way flow of buses between Northstowe and the bus stops at the northern end of the Park and Ride will work.
 - (b) It is suggested that the central north/south walkway is continued to the south boundary to ensure that the Park and Ride is immediately accessible to the first occupiers of Northstowe.

- (c) Finally it is suggested that the native screen planting on the perimeter of the site include some evergreen species to provide some year round greening.
25. In regard to the amended Park and Ride scheme, Gallagher Estates, supported by English Partnerships, states:
- “I have the following comment to make; it appears from the Drawing “B1050 Longstanton Junction Discharge of Planning Conditions General Layout” (Drawing No. CGB/HJY/JNLONA/D/1/091/A) that new footways are only proposed on the north side of the new access road into the CGB Park and Ride and north of the junction of the access road and the B1050. Because of the presence of existing homes and residences south of this junction along the B1050, and taking into account Longstanton village as a whole and the new Home Farm development, we would suggest that footway/cycleway provision needs to be extended ideally on both sides of the B1050 south of the new junction being formed”.
26. The Guided Bus Team has responded to a number of issues raised by consultees as follows:
- (a) Access to/from “Southwell”: It is not possible to widen the highway any more than that proposed due to the available land width to the north of the Park and Ride junction. Widening the northbound carriageway at Mrs Kides’ entrance will have an adverse affect on the traffic flow through the junction on the southbound side of the B1050.
- (b) Access to/from “Stanton House”: It is anticipated that the junction traffic signals will, in fact, improve the safe access to and from Stanton House by slowing the flow of traffic. It is widely acknowledged that slow moving or queuing traffic can assist vehicles wishing to exit such properties during busy periods. An independent Road Safety Audit process is being undertaken to formally assess the safety issues of the revised highway layout.
- (c) John Henry Access: It is assumed the roundabout referred to is the proposed new roundabout within the park and ride site. The new access to John Henry’s yard is a requirement of a legal agreement between Cambridgeshire County Council and John Henry and the CGB Order does not include any provision for any expansion to John Henry’s current activities, hence there is no evidence to suggest that a new access will generate additional heavy traffic flow, noise and pollution to that already generated by the operations of John Henry Ltd.
- (d) Road Drainage: The current western drainage ditch will not change in its current position or function to the south of “Southwell” as a result of the work. However, the ditch to the north of “Southwell” will be pipe culverted over a 60m+ length to permit construction of the new carriageway. Highway drainage arrangements will be to the satisfaction of the Environment Agency and Awards Drain Authority.
- (e) “Permitted Deviation”: This comment is not understood. If it is referring to Limits of Deviation, these are the available land limits covered by the TWA order and are the available land limits covered by the deemed planning permission for the development.
- (f) Cycleway: A cycleway is provided between the CGB crossing and the Park and Ride site. There is no other provision within the Order for cycle route at

this location. It is understood that a cycleway connection to the Park and Ride site from Northstowe will be provided as part of the Northstowe development.

- (g) Tree Removal: It is not anticipated that the row of trees on the east side of the carriageway will be replaced.
- (h) Changes to Existing Entrance: The new entrance off the B1050 to John Henry's yard is the same as the existing entrance in both location and dimensions. The entrance will be re-surfaced to accommodate the slight level changes but no loss of amenity will be suffered by John Henry in the permanent case. John Henry is also being provided with a separate access onto the P&R roundabout which is a condition of a legal agreement with Cambridgeshire County Council. In addition, an independent Road Safety Audit process is being undertaken to formally assess the safety issues of the revised highway layout.
- (i) Ownership: Ownership of the entrance will not change as a result of the development. This is being discussed in detail between A Shepherd at Cambridgeshire County Council and Mr Henry.
- (j) Future links with Northstowe: These have never formed part of the current CGB scheme as it has always been expected that the developers would provide these links. It would now appear that the developers are seeking to get links to their development provided by CGB on the back of the planning condition discharge process.

We are happy to work with the Northstowe Developers to facilitate good links with CGB. The busway link through Northstowe is an integral part of the design of the Park and Ride site and its route is indicated on the plans, however, it has always been anticipated that this would be constructed only when it was required by the development at the developers cost.

The parking area has been laid out on a radial pattern to allow future pedestrian and cycle links to Northstowe but given the absence of details of the footway and cycleway network in Northstowe it is impossible to make specific provision within the design. Again our expectation has always been that these links would be provided by the developer, and we will be happy to work with them at the appropriate time to facilitate this.

It is perhaps worth noting that we have already reached agreement with them over the southern junction of the bus only road through Northstowe. Our Contractor will be providing this at the expense of Gallagher and English Partnerships.

The funding package for CGB includes a Section 106 contribution from Northstowe. This will be negotiated against the fixed published budget for CGB. This budget does not include provision for the bus, footway and cycleway links to Northstowe. In seeking to attach these to the CGB planning conditions the developers are therefore trying to pass the cost of the infrastructure to serve Northstowe on to the public purse.

I trust that you will agree that it would be inappropriate for the planning condition discharge process to be used in this way.

Planning Comments

Park and Ride

27. The Park and Ride development has planning permission as part of the Guided Busway Project. The two submissions made to comply with condition 3(a) require consideration of design and external appearance.
28. The amended submission for the Park and Ride junction has successfully moved it north of the access to "Southwell". Thus the existing accesses, frontage vegetation and open drainage ditch along this property and "Stanton House" will not change, although works will be carried out to link the re-aligned carriageway to the existing access to "Stanton House". Some inconvenience will inevitably be caused to the plant stall at "Southwell" but this seems unavoidable.
29. The CGB planning permission does not include or require the provision of a by-pass for Willingham or a cycleway/footpath link to Longstanton. Nor do conditions of the CGB require either. Whilst a cycleway/footpath to Longstanton would be desirable, the relevant conditions only require approval of design and appearance for a Park and Ride site and the Guideway Junction.
30. Policy NS/10 of the adopted Northstowe Area Action Plan 2007 states that:

"If at the time of grant of outline planning permission a Willingham Bypass is required by the County Council, a contribution will be sought from the developers of Northstowe towards its construction related to the forecast percentage volume of traffic that will be generated by Northstowe".
31. Drainage for the Park and Ride will be in accordance with the Flood Risk Assessment, which has been approved by the Environment Agency. Drainage from all paved areas will be pumped to the balancing lake and therefrom attenuated to a permissible greenfield run-off rate. Foul drainage from the Park and Ride building will discharge to a foul water sewer in agreement with Anglian Water. The proposed balancing pond is very similar in site and area to the existing pond on the construction site. The open ditch on the west side of Station Road is an awarded watercourse. Land Drainage byelaw approval will be required from this Council, as Drainage Authority, for the proposed culverting of it for a distance of approximately 100 metres northwards from a point north of "Southwell".
32. Landscaping issues have been discussed in considerable detail between the CGB Team and the Council's officers. The scheme has been amended to reflect those discussions. To assimilate the development in the short-term, the most sensitive boundary will be to the south west, where native screen planting is proposed. It will, continue along the south boundary of the balancing lake and to the east of Station Road for a distance of some 75 metres. However, I agree that it would be desirable to achieve some native tree planting or replacement hedgerow in the 6m-10m wide belt between the B1050 and the balancing lake. I have requested the scheme incorporate this additional planting. In the longer term the combination of maturing vegetation and development at Northstowe will satisfactorily screen the development. Some evergreen species would be welcomed.
33. The Park and Ride site will be extensively lit from 10m high columns for safety reasons. But the lighting design will be in accordance with British Standards and the recommendations of the Institute of Lighting Engineers, which recommends the use of full horizontal cut-off luminaires installed at 0° uplift to reduce sky glow and to

minimise visual intrusion and light pollution. Lighting at the Cambridge Park and Ride sites has been successful in achieving this objective. The lights will be switched off outside of operational hours.

34. Planning Permission was granted on 16th October 2007 for the change of use of land south of John Henry Engineering Ltd for a goods yard, subject to, amongst others, a condition preventing development commencing until the “adjacent park and ride site is fully operational and details of the access and balancing pond, required for both the proposal and the park and ride site, and the access directly into the site, have been submitted to and approved in writing by the Local Planning Authority” The application was determined at Committee on 7th February 2007 when objections from the occupier of “Southwell” were considered. The owner/occupier of “Stanton House” was notified of the application. Vehicles using John Henry’s yard are already on the B1050, but using a junction south of the former level crossing with poor visibility.
35. The location of the Park and Ride site in relation to the needs of Northstowe has already been determined as part of the planning permission. The provision of a necessary bus link to the new town in the south east corner of the site is now illustrated on the amended plans. There is a need to provide a footpath/cycleway link to Northstowe at an early stage in the development of Northstowe. There are no physical obstacles to the construction of this segregated link, the provision of which will need to be the subject of further discussion with Northstowe Developers and the CGB Team.
36. The amended scheme has increased cycle provision to covered accommodation for 100 cycles (50 in each phase) on the Park and Ride site.

Station Road Guideway Junction

37. There is no provision in the Planning Permission or its conditions for noise attenuation to residents at this junction. The Inquiry Inspector considered this very carefully and concluded that any significant increases in operational noise would be confined to 45 specified properties in Histon and Impington.
38. Guideway lights are provided at road junctions used by vehicles only for safety reasons. They do not extend along the entire length of the Guideway. At Longstanton the 8m high lighting columns will extend to some 70m distance either side of the B1050 junction.
39. There are many proposed signs at the junction. A balance has to be struck between safety and visual impact but elsewhere it has been possible to reduce the number of separate sign posts and I shall explore that option at this junction. I shall also question whether a no-entry sign shouldn’t be re-sited north of the Digital Park and John Henry accesses. A response is awaited from the Guided Busway Team. This will have to take account of the Stage 2 safety audit which has been carried out at this crossing.
40. The maintenance track changes from one side of the Guideway to the other at this road junction. This also happens at the Station Road, Oakington junction. Pedestrians and cyclists will cross using controlled Toucan crossings. The equestrian crossing route is diagonally across the Guideway. This is controlled by a “Pegasus” crossing and chicane barriers.
41. Accesses to residential properties on the west side of B1050 north of the Guideway will not be affected by the junction proposals.

Recommendation

42. A. It is recommended that condition 3(a)(vi) be discharged in regard to the design and external appearance for the Longstanton Park and Ride site in accordance with the amended drawings submitted by letters dated 8th November 2007 and 20th March 2008 subject to agreement being reached on a timescale for the completion of the dedicated bus, foot and cycleway connection to Northstowe, the use of full cut off luminaries in accordance with the recommendations of the Institute of Lighting Engineers and revisions to planting proposals between the balancing pond and the B1050.
- B. It is recommended that Condition 3(a)(iii) be discharged to the design and external appearance for the Longstanton B1050 Guideway Junction in accordance with the letter dated 18th January 2008 and drawing no. CGB-HJY-JNLON-D-1-001B subject to agreement on the extent of signage and on the detailed signals design by the County Council's Signals Team.

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

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

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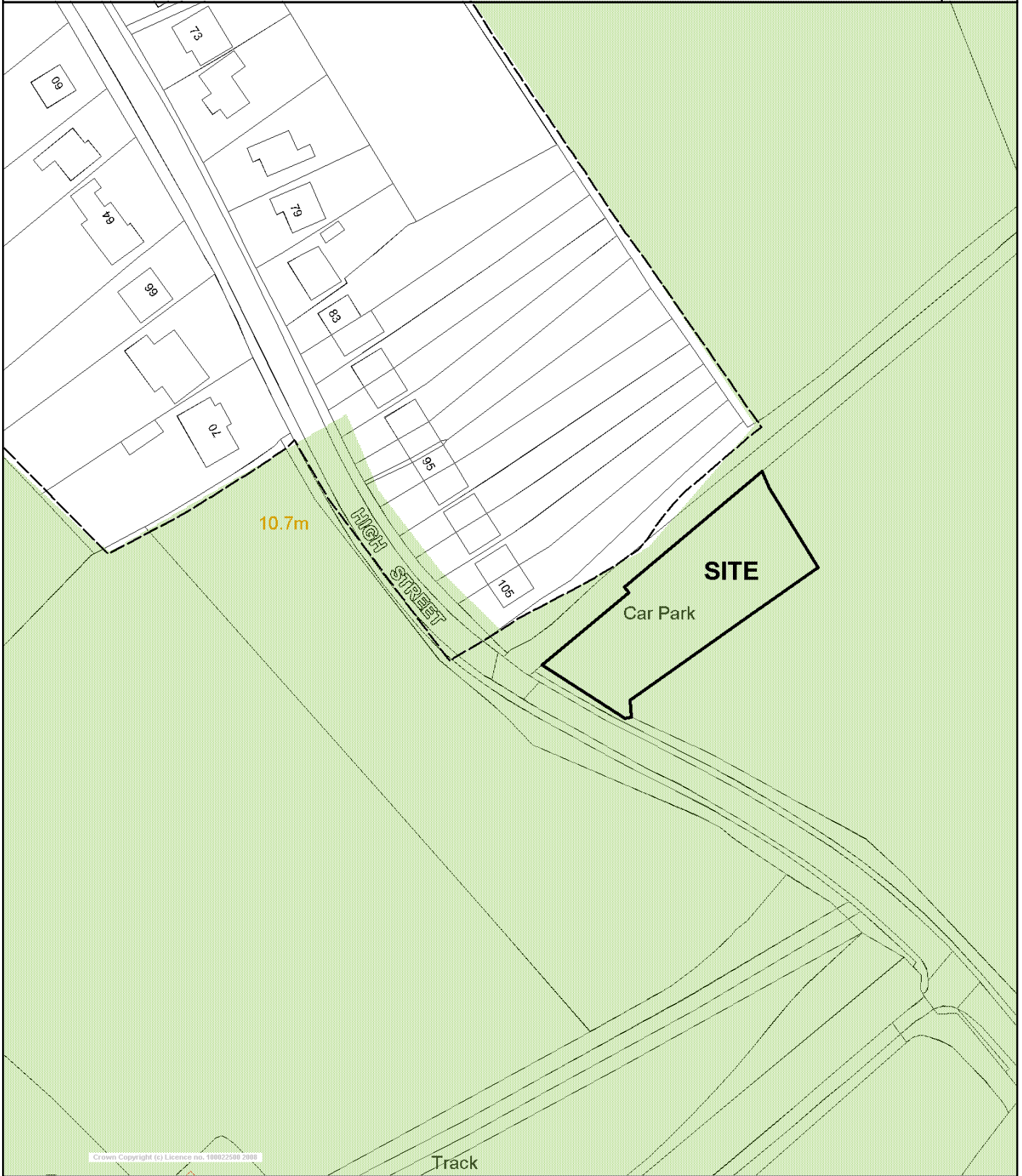
SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee4th June 2008**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

S/0490/08/RM - TEVERSHAM**The Discharge of Reserved Matters for Siting, Design, Means of Access and Landscaping of Outline Planning Application S/1121/05/O; Erection of Village Hall with Associated Parking for Teversham Parish Council
Land off High Street****Recommendation: Delegated Approval****Date for Determination: 9th May 2008****Notes:****This Application has been reported to the Planning Committee for determination at the request of Cllr Hunt.****Site and Proposal**

1. The site comprises of a piece of land situated off the High Street, which is currently used as a parking area (0.15 ha in area) to the recreational ground situated to the north. The surface area of the site at present is uneven with many pot holes and loose gravel. The site is screened from open views out into the surrounding countryside by dense landscaping belts to the north and to the east. The site has an existing vehicular access from the High Street, which is denoted by a height restriction barrier.
2. The site is outside of the village framework within the open countryside and Green Belt. There is an access road that runs alongside the western boundary of the site, which leads to the recreation ground and Teversham Sewage Works to the north of the site. Adjacent to this access on the village edge is a series of semi-detached properties fronting the High Street. No. 105 is the nearest with its rear garden abutting the side access road adjacent to the application site.
3. The application, received 14th March 2008, proposes the discharge of the reserved matters for the siting, design, means of access and landscaping principles of planning application S/1121/05/O. The proposal seeks the erection of a village hall building, situated at the rear of the application site with associated car parking to its frontage with a vehicular access from the High Street.
4. This proposed building is proposed as a multi-use village facility for the community serving as the Parish Council Office as well as public meetings and events. The structure would be single storey with a gable end fronting the High Street constructed in brick. The main hall would be approximately 17.2m x 9m with eaves and ridge heights of 3m and 7.7m respectively. A side wing accommodating toilets, kitchen and stores would be 4.3m x 11.2m with eaves and ridge height of 2.5m and 6.5m respectively.

S/0490/08/RM - Teversham



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Scale 1/1250 Date 19/5/2008

Centre = 550162 E 257922 N

4th June Planning Committee

Planning History

5. Planning Application **S/1121/05/O** for the erection of a village meeting hall was approved on 2nd September 2005.

Planning Policy

Local Development Framework 2007

6. **Policy ST/6 “Group Villages”** acknowledges that Group villages, such as Teversham, are generally less sustainable locations for new development than Rural Centres and Minor Rural Centres, having fewer services and facilities allowing only some of the basic day-to-day requirements of their residents to be met without the need to travel outside the village. All Group Villages have at least a primary school and limited development will help maintain remaining services and facilities and provide for affordable housing to meet local needs.
7. **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.
8. **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.
9. **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.
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 NE/1 “Energy Efficiency”** requires development to demonstrate that it would achieve a high degree of measures to increase the energy efficiency of new and converted buildings. Developers are encouraged to reduce the amount of CO₂m³ / year emitted by 10%.
12. **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.
13. **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.

14. **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.
15. **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.
16. **Policy GB/1 “Green Belt”** states that there is a presumption against inappropriate development in the Green Belt, as defined in section 3 of 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.

The Cambridgeshire and Peterborough Structure Plan 2003:

18. **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 2007.
19. **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.

Consultation

20. **Teversham Parish Council** – Recommend Approval
21. **Highway Authority** – Further information is required in relation to expected traffic flows generated as a result of this application and the subsequent traffic impact upon the surrounding highway network.
22. **Landscape Design** – Comments are awaited.
23. **Anglian Water** – Comments are awaited.
24. **Police Liaison Officer** – Comments are awaited.

Representations

25. Cllr Hunt has requested that this application be called before the Planning Committee for determination due to the nature of the objections from local residents and due to the conflict of interest of the Parish Council and herself.

3 letters of representation have been received from occupiers of Nos. 73 and 105 High Street and 2 Church Road, the content of which have been summarised below:

- (a) The visual appearance of the building due to its height, why would a village hall need to be two-storey?
- (b) The car park and surrounding area already becomes congested when the local football team are playing, the proposal will intensify this.
- (c) There have been accidents on the main road (30mph); the building will intensify such events.
- (d) There is a concern over noise and security of the building and the surroundings with possible noise and disturbance upon adjacent residential properties.
- (e) Has suitable drainage been considered, especially as there is a ditch on the north west site boundary.
- (f) Is the building outside of the village framework?
- (g) The plans under consideration are completely different to the plans submitted under the outline application.
- (h) There has been a change in circumstances within the village with the post office and village shop and village pub closing recently. It is sensible proceeding with the present hall plans?
- (i) Residents would like to raise these views at the Planning Committee.
- (j) Is there a need for such a large building within such a small village?
- (k) The proposed access is on a shared access road, with no notification over its use.
- (l) The building will result in a loss of car parking, which is required upon weekends.
- (m) Anglian Water should be notified of this application, as they use the adjacent side access to enter the sewage works to the north.
- (n) The 2m high barrier to the existing access was designed to keep out travellers, therefore similar security should be sought.
- (o) The School Hall could be modified to suit most village needs without the problems that would be raised by this new building.
- (p) The cost of the building in the long term will place a burden on the Parish.

- (q) The village is divided and it is unlikely that those within Cherry Hinton will visit this site.

Planning Comments

Green Belt

26. This application was subject to an outline application (S/1121/05/O), which was determined at the Planning Committee and approved, only after referral to the Secretary of State as a Departure. That application was not called in. Although it represented inappropriate development, the provision of an essential village facility and the lack of an alternative site outside the Green Belt represented very special circumstances justifying support for the application.
27. The proposed building would be single storey and situated at the rear of the site with its associated car parking laid out in 2 linear bays at the front of the building. Given that the principle of the building and its location have been agreed at the outline stage it is deemed that the building by virtue of its scale and design would not impact upon the character and openness of the Green Belt. The existing landscaping to the north and eastern boundary would remain, which screens the site from the surrounding flat arable land.

Access & Parking

28. Due to the limited visibility to the north, the Local Highway Authority recommended that the outline application be refused. As the proposal is to be situated on the edge of the village it is clear that most of its users/visitors would drive to the site. However, the application states that the Parish envisages most people visiting the site will walk or cycle. Furthermore, the visitors to this site will be fully aware of the access and the nature of the High Street and would therefore negotiate entrance and egress carefully. The Highway Authority has requested further information in order to determine the likely increase of movements to this site and the possible harm upon the High Street through such intensification. Further progress will be reported at the Committee Meeting.
29. The Village Hall would have a floor area of approximately 190 square metres, which would equate to the maximum standard of parking provision of 24 car parking spaces and 12 cycle spaces in accordance with Policy TR/2 "Car and Cycle Parking Standards". The proposal would provide 23 car parking spaces with additional 2-disabled bays along with the storage for 12 cycles. There would also be the provision for a delivery space behind the building for a lights good vehicle. This would satisfy the maximum standards set out by Policy TR/2. However, the site at present currently also provides car parking for the recreation ground to the rear. Representations from neighbours suggest that at peak times (weekends) the car park overflows. The current parking area serving the recreational ground provides approximately 35 spaces. Therefore there would be a loss of approximately 10 spaces.
30. There is a concern that the loss of 10 spaces and the combined use of the site as a village meeting hall and recreation ground would result in a significant increase in traffic movements. One change in circumstance since the outline application is the adoption of the Local Development Framework and 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 a sufficient standard of accessibility to offer an appropriate choice of travel by

public transport or other non-car travel mode. In line with this policy the Council is minded to minimise the amount of car parking provision in new developments by restricting car parking to the maximum levels. Nevertheless this proposal already benefits from outline consent and it is purely the means of access to the site that requires determination.

Recommendation

31. Subject to comments from the Highway Authority, approve reserved matters in accordance with outline planning permission ref. S/1121/05/O, dated 2nd September 2005 and the conditions attached thereto.

Additional 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 soft and hard landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development.
(Reason - To enhance the quality of the development and to assimilate it within the area.)
2. 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 building 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.)
3. No development shall take place until a scheme of ecological enhancement outlining 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 in accordance with Policy NE/6 of the adopted Local Development Framework 2007.)

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

- South Cambridgeshire Local Development Framework Core Strategy (adopted January 2007) and Development Control Policies (adopted July 2007).
- Cambridgeshire and Peterborough Structure Plan 2003.
- Planning application files ref. S/0490/08/RM and S/1121/05/O.

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