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27 November 2012

To: Chairman – Councillor Robert Turner
Vice-Chairman – Councillor David Bard
All Members of the Planning Committee - Councillors David Bard, Val Barrett,
Brian Burling, Lynda Harford, Sally Hatton, Tumi Hawkins, Sebastian Kindersley,
David McCraith, Charles Nightingale, Deborah Roberts, Hazel Smith and
Nick Wright

Quorum: 4

Dear Councillor

You are invited to attend the next meeting of **PLANNING COMMITTEE**, which will be held in the **COUNCIL CHAMBER, FIRST FLOOR** at South Cambridgeshire Hall on **WEDNESDAY, 5 DECEMBER 2012 at 10.00 a.m.**

Members are respectfully reminded that when substituting on committees, subcommittees, and outside or joint bodies, Democratic Services must be advised of the substitution *in advance of* the meeting. It is not possible to accept a substitute once the meeting has started. Council Standing Order 4.3 refers.

Yours faithfully
JEAN HUNTER
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.

AGENDA

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PUBLIC SEATING AND SPEAKING

Public seating is available both in the Council Chamber (First Floor) and the Public Gallery / Balcony (Second Floor). Those not on the Committee but wishing to speak at the meeting should first read the Public Speaking Protocol.

PROCEDURAL ITEMS

- 1. Apologies**
To receive apologies for absence from committee members.
- 2. General Declarations of Interest** 1 - 2
- 3. Minutes of Previous Meeting**
To authorise the Chairman to sign the Minutes of the meeting held on 7 November 2012 as a correct record.

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OUR VISION

South Cambridgeshire will continue to be the best place to live and work in the country. Our district will demonstrate impressive and sustainable economic growth. Our residents will have a superb quality of life in an exceptionally beautiful, rural and green environment. The Council will be recognised as consistently innovative and a high performer with a track record of delivering value for money by focussing on the priorities, needs and aspirations of our residents, parishes and businesses.

OUR VALUES

We will demonstrate our corporate values in all our actions. These are:

- Trust
- Mutual respect
- A commitment to improving services
- Customer service

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The Council is committed to openness and transparency. The Council and all its committees, sub-committees or any other sub-group of the Council or the Executive have the ability to formally suspend Standing Order 21.4 (prohibition of recording of business) upon request to enable the recording of business, including any audio / visual or photographic recording in any format.

Use of social media during meetings is permitted to bring Council issues to a wider audience. To minimise disturbance to others attending the meeting, all attendees and visitors are asked to make sure that their phones and other mobile devices are set on silent / vibrate mode during meetings.

Banners, Placards and similar items

No member of the public shall be allowed to bring into or display at any Council meeting any banner, placard, poster or other similar item. The Chairman may require any such item to be removed.

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.

Smoking

Since 1 July 2008, the Council has operated a Smoke Free Policy. Visitors are not allowed to smoke at any time within the Council offices, or in the car park or other grounds forming part of those offices.

Food and Drink

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EXCLUSION OF PRESS AND PUBLIC

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'.

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Planning Committee

Declarations of Interest

1. Disclosable pecuniary interests (“DPI”)

A DPI is where a committee member or his/her spouse or partner has any kind of beneficial interest in the land under consideration at the meeting.

2. Non-disclosable pecuniary interests

These are interests that are pecuniary involving a personal financial benefit or detriment but do not come within the definition of a DPI. An example would be where a member of their family/close friend (who is not their spouse or partner) has such an interest.

3. Non-pecuniary interests

Where the interest is not one which involves any personal financial benefit or detriment to the Councillor but arises out of a close connection with someone or some body /association. An example would be membership of a sports committee/ membership of another council which is involved in the matter under consideration.

I have the following interest(s) (* delete where inapplicable) as follows:

Agenda no.	Application Ref.	Village	Interest type	Nature of Interest
	S/		1* 2* 3*	
	S/		1* 2* 3*	
	S/		1* 2* 3*	

Address/ Location of land where applicable

Signature:

Name Date

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

5 December 2012

AUTHOR/S: Planning and New Communities Director

S/1726/12/FL – DUXFORD**Development of new facilities for Welch's Transport Group incorporating storage and distribution building, vehicle sales, service, MoT and repair building, associated offices, customer car, staff car, truck and crane parking – Moorfield Road, Duxford for Welch's Group Holdings Ltd****Recommendation: Delegated Approval****Date for Determination: 27 November 2012****Major Development****Departure Application****Notes:**

This application has been reported to the Planning Committee for determination as the Officer recommendation is contrary to the recommendations of Duxford, Whittlesford and Ickleton Parish Councils

Members of Committee will visit the site on Tuesday 4th December 2012.

To be presented to the Committee by Kate Wood

Site and Proposal

1. The 3.85 hectare application site lies on the south side of the A505, outside the village frameworks of Duxford and Whittlesford and within the countryside. It is bounded to the west by Moorfield Road, beyond which are commercial premises occupied by Volvo Construction Equipment and to the east by the Cambridge-Liverpool Street railway line. The southern site boundary is defined by a belt of trees and a drainage ditch, beyond which lies open farm land. On the opposite side of the A505 to the north are residential dwellings located within Knight's Orchard and The Moraine, modern dwellings that have recently been constructed in small cul-de-sacs accessed off the south side of Station Road. The north-western corner of the site is adjacent to a staggered junction of the A505 (a stretch of road that is subject to a 50mph speed limit), with Moorfield Road leading south towards Duxford and north towards Whittlesford. When approaching this junction from the south, right turns onto the eastbound carriageway of the A505 are prohibited, but no such restrictions apply to traffic approaching this junction from the north.
2. The site consists of open fields to the west and woodland/dense scrub further to the east, from where there is an access onto the A505. The land slopes down towards the southern boundary and sits at a much lower level (approximately 4 metres) than the A505 to the north, from which it is separated by an embankment, and also

narrows and becomes steeper from west to east. The southern part of the site lies within an area of medium-high flood risk.

3. The full application proposes to develop the site in order to provide new facilities for Welch's Transport Group, incorporating a storage and distribution building, vehicle sales, a service, MoT and repair building, associated offices, and parking (of cars for customers and staff, trucks and cranes). Welch's is a local company that is presently based on three separate sites within Great Shelford and Stapleford, and proposes to relocate to this single site in Moorfield Road. The proposed scheme consists of two buildings with a total floorspace of 4,934m², and comprising:
 - A warehouse building (3806m²) incorporating: 2,490m² of warehousing with ancillary facilities; 420m² of offices and an 896m² canopy. This structure would be approximately 10 metres high. Materials would consist of horizontally profiled metal cladding for the warehouse element, and composite metal panelling for the offices, both under a very shallow-pitched profiled steel roof. This would be sited adjacent to the northern boundary, behind a landscaped screen, and set approximately 55 metres away from the western boundary.
 - A vehicle sales and servicing building (1128m²) incorporating: 800m² of workshops and 328m² of offices. This would be 9.7 metres high, with materials consisting of horizontal profiled steel cladding for the vehicle sales and servicing element and composite panelling for the offices. This would be sited in the south-western part of the site, approximately 25 metres from the southern boundary, 5 metres from the western boundary and 95 metres from the northern boundary.
4. The proposed vehicular access to the site would be obtained via Moorfield Road. The scheme proposes the following parking provision:
 - Vehicle sales and servicing – 22 car spaces and 12 HGV spaces, located to the south and east side of this building.
 - Warehouse – 75 car spaces, located in the north-western corner of the site.
 - Lorry parking – 23 spaces, located to the south of the main warehouse and on the south side of the main circulation route through the site.
 - Larger vehicle and mobile crane parking – 30 spaces, located at the eastern end of the site.

It is also proposed that lorry wash and refuelling facilities would be provided to the south of the main warehouse building and towards the eastern end of the site.

5. The planning statement accompanying the application explains that Welch's Transport Ltd was established in 1934 and is a local family-run business engaged in: road haulage, distribution and warehousing; truck and van sales; crane and motor vehicle hire; and car sales. In the local area, the company currently operates on three separate sites within Great Shelford and Stapleford. It also has 3 other depots in the Eastern region. Welch's has a fleet of 100 vehicles, and employs a total of around 150 people. Approximately 75 staff are employed at the Great Shelford and Stapleford sites, around half of which live in Sawston/Duxford and Haverhill. Some of Welch's main clients are:
 - Ardex UK Ltd – based in Haverhill – one of the world's leading solution providers of high performance speciality building materials, with a total of approximately 1600 employees worldwide.

- The Blayson Group Ltd – based in Waterbeach – leading specialist manufacturers of superior investment casting wax and supplier of ancillary materials, equipment and services to the global investment casting industry.
 - Ampac – based in Melbourn – the world's leader in creative flexible packaging.
 - Vailspar Paint – based in Pampisford – the leading global provider of innovative paints and coatings.
6. As stated above, Welch's currently operate out of 3 premises in Great Shelford and Stapleford, comprising: 1.63 hectares in Granta Terrace, Stapleford; 0.28 hectares at 29-35 London Road, Stapleford; and 0.22 hectares at 32 London Road, Great Shelford. These sites are highly constrained, as they are surrounded on nearly all sides by residential properties and, in the case of the Granta Terrace site, unsuitable for a 21st century haulage firm. The company is currently run by the 3rd generation of the family, who wish to be in a position to hand on the business to the 4th and 5th generations on a sound financial footing. Welch's propose to move their existing operation from their three sites in Great Shelford and Stapleford to a new, purpose-built facility. Applications to redevelop these sites for housing have been submitted concurrently (application references S/1725/12/OL, S/1727/12/OL and S/1728/12/OL), and it is intended that revenue from the sale of these sites would be used to fund the purchase of the Duxford site and construction of their new bespoke facility.
7. The applicants have advised that the following key issues currently seriously affect their business, and that, as a result, the relocation of the business is essential to the survival of its operation in South Cambridgeshire:
- The current access to the main haulage and distribution site in Granta Terrace, Stapleford is along a narrow, residential road. This road is unsuitable for 44 tonne articulated lorries and taking this size of vehicle along a narrow residential street is becoming untenable.
 - Notwithstanding the above, the Government is reviewing existing maximum limits on vehicle sizes (European Directive 96/53/EC), which would allow an increase in trailer lengths from 13.6 to 15.7 metres. In due course, this longer length is likely to become the 'industry standard' to which all Welch's clients will require the company to comply. Such vehicles would not be able to use Granta Terrace, and this factor signals the demise of this site as a distribution location within the next three to five years.
 - The existing buildings at Granta Terrace would have been industry standard when built by Welch's in the 1950s, but are no longer fit for purpose and are coming to the end of their economic life.
 - Given the length of modern trucks, it is increasingly difficult to manoeuvre vehicles around the existing service yard, whilst avoiding other trucks and people.
 - The Council recognised the need for Welch's to relocate as far back as 1993 when Granta Terrace was designated for residential use in the Local Plan. This allocation recognised Welch's difficulties and the potential of Granta Terrace for residential use. The company applied for planning permission for the redevelopment of Granta Terrace for residential use in 1993. However, this application was withdrawn, as Welch's could not find suitable alternative

premises, and this problem has blighted the business ever since.

- A bespoke new facility can be designed and built to the company's own specification to address all the problems inherent within the existing sites. The opportunity to start again would provide a layout and accommodation that would enable the company to operate with greater efficiency, provide more spacious and safer vehicle manoeuvring, and an ability to expand in the future.
8. The above sets out the general need to relocate. The submitted planning statement also includes the following further explanation of Welch's requirements and site selection criteria:
- Welch's employment base is local to villages around Sawston and Duxford, and their client base is concentrated along the A505, A10, A11 and M11. For both, moving more than 5 miles from their current location would be very difficult given the connections they have in the area. Being located in close proximity to the existing base is therefore an absolute necessity in order to retain staff, customers and key clients.
 - A minimum site area of 2.8 hectares, in order to ensure the site is efficient in its layout, and to allow for potential future growth of the company.
 - Good connections to the strategic highway network, particularly the A505 and M11.
 - Ease of access from the public highway.
9. Welch's have been looking for new premises that meet the above criteria for nearly 20 years. They have considered numerous sites that have been on the market, or are classified as brownfield land, but these have all been discounted as being unsuitable. A full list of sites considered is included as an Appendix to this report (electronic version only).

Planning History

10. SC/0484/61 – 6 bungalows and 19 houses – refused.
11. S/1825/90/O – Sub regional shopping centre and leisure developments including retail stores, restaurant, food court and other supporting uses – withdrawn.

Planning Policy

12. National Planning Policy Framework 2012
13. South Cambridgeshire Local Development Framework Development Control Policies DPD, 2007:

DP/1: Sustainable Development

DP/2: Design of New Development

DP/3: Development Criteria

DP/4: Infrastructure and New Developments

DP/7: Development Frameworks

ET/1: Limitations on the Occupancy of New Premises in South Cambridgeshire

ET/3: Development in Established Employment Areas in the Countryside

ET/4: New Employment Development in Villages

ET/5: Development for the Expansion of Firms

ET/6: Loss of Rural Employment to Non-Employment Uses

NE/1: Energy Efficiency
NE/3: Renewable Energy Technologies in New Development
NE/6: Biodiversity
NE/10: Foul Drainage – Alternative Drainage Systems
NE/11: Flood Risk
NE/12: Water Conservation
NE/14: Lighting Proposals
NE/15: Noise Pollution
NE/16: Emissions
CH/2: Archaeology
SF/6: Public Art
TR/1: Planning for More Sustainable Travel
TR/2: Car and Cycle Parking Standards
TR/3: Mitigating Travel Impact

14. South Cambridgeshire LDF Supplementary Planning Documents (SPD):
Trees and Development Sites – Adopted January 2009
Public Art – Adopted January 2009
Biodiversity – Adopted July 2009
Landscape in New Developments – Adopted March 2010
District Design Guide – Adopted March 2010
Health Impact Assessment – Adopted March 2011
15. Circular 11/95 (The Use of Conditions in Planning Permissions) - Advises that conditions should be necessary, relevant to planning, relevant to the development permitted, enforceable, precise and reasonable in all other respects.

Consultation by South Cambridgeshire District Council as Local Planning Authority

16. **Duxford Parish Council** – Recommends refusal, stating:
1. The proposed development is on a green agricultural site. The reasons given in the application that the land was set-aside and no longer needed sets a precedent for development of other adjacent sites. The Council is concerned about, not only this application, but also development creep outside the provisions of the adopted development framework and local plan.
 2. Increased pedestrian, cyclist and vehicle conflict by the increase in traffic and pedestrians on the Moorfield Road A505 slip road going south together with the crossing of the A505. The Council feels this exacerbates an existing poor solution around sightlines from both the vehicle and pedestrian point of view.
 3. The strong possibility that the proposed pedestrian/cycleway around the site to Whittlesford Parkway railway station will not happen due to the concerns raised by Network Rail. This increases the conflict outlined above. The proposal is included in the application to lessen the conflict on Moorfield Road/A505 and hence help the scheme gain acceptability.
 4. The Council also has issues with the loss of amenity and increased noise levels between 0400 and 0600 each morning when individual incidences are not covered by the ambient noise levels and are therefore generally accepted as a nuisance.

The applicant has subsequently confirmed to the Council that they will address the above concerns. The Council trusts that SCDC Planning Department will ensure that that will be the case before taking a final decision.

In response to the Transport Assessment Addendum, Duxford Parish Council states that its position remains unchanged and recommends refusing this application on the grounds that the Council's concerns over road safety have not been addressed. As a minimum requirement, the Council consider that the A505, from the roundabout of the BP garage to Junction 10 on the M11, should have a speed limit of 40mph in line with the section of the A505 on the other side of the M11 going towards Royston.

17. **Whittlesford Parish Council** – Recommends refusal on the following grounds:

- Hours of operation: The early morning starts of 06.00 or before is likely to give rise to sufficient noise to disturb nearby residents.
- Road safety:
 - (a) slow moving lorries exiting from Moorfield Road onto the A505 could give rise to accidents
 - (b) lorries leaving the proposed site on Moorfield Road could be in conflict with cyclists and pedestrians on the only pavement on Moorfield Road
 - (c) in fact there is a requirement, should permission be granted, for a complete re-assessment of the provisions for cyclists and pedestrians for crossing the A505 at the Moorfield Road junction. The present provisions are inadequate and the exiting of lorries from Moorfield Road will just add to the problems.
- Landscaping: if permission is granted the landscaping programme should include the planting of a fast-growing hedge on the site boundary alongside the A505 so as to mitigate the visual impact of the buildings on the site when viewed from Knights Orchard. And also, the erection of a close-boarded wooden fence, 2-2.5 metres high inside the hedge, would reflect the troublesome effects of noise from the site.

In the application form there are no detailed proposals for the building of the fuel storage areas; hopefully this will be addressed if permission is granted. Also there is no mention of the provision of part-time traffic lights at the junction of Moorfield Road and the A505 and the construction of a footpath/cycleway along the south side of the planned site to Whittlesford Parkway rail station.

Decisions:

The Meeting opposed the planning application as this development goes against the policy of keeping rural villages as distinct units and represents a further urbanisation within a residential area.

18. **Ickleton Parish Council** - Recommends refusal, stating:

We would prefer to see a development of this nature located on a brownfield site, or on an industrial estate/business park (several in the local area), rather than on an undeveloped Greenfield site. The development would also mean the loss of a buffer between settlements and bring about additional pressure to develop sites bordering the A505. We recognise that Ickleton is not immediately impacted by such concerns, and leave it to the Parishes most affected to make representations as they see fit.

Transport Assessment

The Transport Assessment is only adequate in so far as it addresses impact of the proposed development on the A505 and other major local roads. It is inadequate as

far as the impact on minor local roads and in particular the impact on roads through neighbouring villages is concerned.

Ickleton Parish Council's recommendation is to refuse this application unless the following conditions are met:

1. The exit from the site should be designed so that all vehicles are obliged by physical constraint to turn right onto Moorfield Road before proceeding to the A505. We welcome the intention of Welch's to restrict all of their trucks to using the A505 and Moorfield Road to access the site. But they can only promise 'reasonable endeavours' on their part relating to HGV's not operated by Welch's. In the context of Duxford's narrow and winding streets this is just not good enough. Especially when those streets lead traffic on to the equally narrow and problematic streets of Hinxtton and Ickleton.

We are also concerned about the impact of traffic other than HGV's driving to and leaving this site. The Traffic Assessment refers to visitors, customers and suppliers coming to the site by car as well as by truck. Inevitably, light commercial vehicles will also be involved. Welch's has a substantial retail business – car sales (three franchises currently), service and repair including MOT – which they are seeking to expand. It is not reasonable to assume there will be only a minor impact on Duxford village and beyond. Visitors, customers and suppliers that are locally based will be well aware that the A505 is often congested or slow moving particularly at peak times and it is to be expected that they would seek to avoid problems by rat-running through the villages. We believe the impact would be tangible and adverse, particularly at peak times, unless physical measures are taken to prevent it.

2. If the District Council is minded to approve the application, this should be subject to a S106 agreement with the applicant to make funds available to Ickleton Parish Council, the funds to be applied to traffic management measures in Ickleton. We suggest a sum of £20,000 would be appropriate. This could help address issues such as traffic speeds and the use of Ickleton as a transit route for HGV's contrary to the policy of the Highways Authority.

The weakness in the Traffic Assessment from Ickleton's perspective is that it assumes all is well once vehicles are on the A505. However, vehicles that are heading south of the site (other than those heading for the M11 and beyond) will turn south at the Hunts Road roundabout on the A505. They will certainly do this if there is a perception that the A505 heading east is slow moving: they will be encouraged to do so by their satnav systems, which will be indicating this as the quickest route to Saffron Walden.

Our fear therefore is that a significant amount of vehicles will use Duxford and Ickleton as a transit route from the site, exacerbating existing problems suffered by our communities. It seems to us that a request for funds to be accessed via a S.106 agreement to attempt to mitigate the problems likely to be generated by the development is a reasonable one.

19. ***The Trees and Landscape Officer*** – No response received to date. Any comments received will be reported to Members in an update prior to the Committee meeting.
20. ***The Landscape Design Officer*** – No response received to date. Any comments received will be reported to Members in an update prior to the Committee meeting.

21. **The Ecology Officer** – Raises no objections. It is noted that a badger sett has been identified but that the hole is considered to be inactive. An update survey will be required prior to development taking place as badgers can return to previously disused setts. A condition requiring a repeat walkover survey should therefore be added to any permission. The majority of woodland/scrub is proposed for retention. This parcel of land is likely to have some potential for habitat enhancement whether it be through bat and nest box provision, wildflower planting or coppice management. The stream is noted as being overgrown at present. This may not be a significant issue but may present habitat enhancement opportunities such as willow pollarding. A condition should be added to any consent to secure a scheme of ecological enhancement. Two outfalls to the stream are proposed and no open SUDS are to be used. There could be scope for wetland enhancement along the stream edge. The extensive roof of the main building could be softened through the use of a green roof. This could help to attenuate run-off potentially lessening the need for underground storage SUDS and providing landscape enhancement and biodiversity gain.
22. **The Environmental Health Officer (Air Quality)** – The Air Quality Assessment report indicates there is likely to be a slight adverse impact in the vicinity of the development when considered in accordance with guidelines published by EPUK Development Control: Planning for Air Quality 2010. The proposed transfer of operations includes specialist transport and haulage, warehousing, crane hire, van and truck servicing and car sales indicating a potential increase in emissions of fine particles and a higher percentage of HGV movements at the proposed site. However, the assessment indicates that even with the increase in emissions from the proposed development, air quality standards at the relevant sensitive receptors will not be exceeded. The Transport Assessment proposes a travel to work plan and footpath/cycle route to the new development as mitigation. These should be conditioned before development in order to reduce the impact of transport emissions. The applicant should develop a low emission strategy for the ongoing business activities from the site, and should include details of how the business will reduce transport emissions by switching to low emission vehicles. There is scope to condition the provision and installation of charging points.
23. **The Environmental Health Officer (Contaminated Land)** – States that the submitted reports indicate that basic remedial measures are required to be incorporated into the development comprising removal of made ground. Any permission should be subject to a condition requiring finalised proposals for the removal/remediation of any contamination.
24. **The Environmental Health Officer (Public Health Specialist)** – Raises no objections, stating that the submitted Health Impact Assessment has been assessed as Grade B. This meets the required standard of the HIA SPD, which states that only grades A or B are acceptable. There are concerns of noise from the commercial use of the site and the potential for a reduction in air quality and the EHO should be consulted with regards to location/layout and potential noise mitigation measures and air quality.
25. **The Policy Officer** – The development of the site is in conflict with policies concerning employment including ET/1, ET/4 and ET/5. However, the applicants have submitted a justification as to why they should be treated as an exception to policy. The reasons given include the unsuitability of their existing premises (comments should be sought on this from Environmental Health and Highways) and the lack of another suitable site. They have searched for another suitable site but have determined that those available are unsuitable. If this is considered to be thorough, it would appear that policy ST/8 has failed to allocate land in the right places to meet

local needs. Moreover the NPPF is clear that considerable weight should be given to both housing development and stimulating and ensuring economic growth, and this package of applications can be seen to address both concerns. It follows that in these circumstances an exception to policy could be justified provided the detailed design is of sufficiently high quality in terms of landscaping, design, lighting, noise and general impact on the environment.

Section 106 Officer – This application has been scrutinised for development viability purposes at the same time as the three relating sites. The scale of the proposal triggers the need for a public art scheme under development control policy SF/6 and the applicant has suggested that they are willing to comply with this.

26. **The Urban Design Officer** – Recommends approval, stating that the site planning rationalises the on-site requirements and vehicular movements whilst grouping the buildings in association with the large buildings on the western side of Moorfield Road to the west. The proposals present a viable intent in relation to vehicular, cycle and pedestrian access and circulation. The proposal for a cycleway connection from Moorfield Road to the railway station is welcomed. The proposed arrangement of buildings creates a grouping of large buildings with the Volvo building to the west. The northern elevation will be partly screened from the residential properties to the north of the A505 by the proposed tree planting. Due to being set at a much lower ground level than the A505 and houses to the north, the visual impact of the building's mass is considerably reduced when viewed from these houses. The screen planting will further reduce the visual impact. The more visible western elevations fronting Moorfield Road and the northern elevation of the sales building have better articulation. The proposed materials selection appears appropriate in principle. Further details of materials, including samples, should be required.
27. **The Environmental Services Department (Waste Management)** – No response received to date. Any comments received will be reported to Members in an update prior to the Committee meeting.
28. **The Arts Officer** – No response received to date. Any comments received will be reported to Members in an update prior to the Committee meeting.
29. **The Sustainability Officer** – No response received to date. Any comments received will be reported to Members in an update prior to the Committee meeting.
30. **The Environment Agency** – Objects to the application, as insufficient information has been provided to fully assess the proposals with regards to flood risk. The FRA has used a single downstream flood level node to assess the risk to the site despite being given a full range of node points. There are therefore serious concerns that the data used to assess the site is inappropriate. There are significant areas of development proposed in the FZ3 that will impact on flood risk, and the FRA also fails to comply with the NPPF with regard to surface water drainage proposals. Refusal is recommended on the grounds that the submitted FRA does not provide a suitable basis for assessment; scheme to dispose of surface water including trade effluents; a contamination risk assessment to be made of the flood risks.

Following the submission of additional flood risk information, the Environment Agency has withdrawn its in principle objection subject to submission of a detailed design that can be secured by way of planning conditions: a scheme of flood risk mitigation measures; a surface water drainage scheme; no development below the 1 in 100 year flood contour and the Flood Compensation Area indicated in the drawings;

surface water drainage/disposal, including trade effluent; contamination investigation and remediation; prior approval to be sought for any penetrative foundation design.

31. **Anglian Water** – No response received to date. Any comments received will be reported to Members in an update prior to the Committee meeting.
32. **The Local Highways Authority** – Requests that a routing agreement for commercial vehicles be agreed as part of a S106 Agreement to ensure HGV's do not use Duxford or Whittlesford as a through route. The access to the site should be designed/amended such that all large vehicles turn right out of the site. A drawing showing full visibility splays onto Moorfield Road should also be provided. The design of these will be dependent on speeds and traffic flow. The applicant should provide empirical data in the form of speed and traffic flows and subjective observations will be considered by the LHA and the use of lower visibility splays as detailed in Manual for Streets. The proposed cycle route through the site will need to be a minimum of 3m but preferably 4m, and built to the County Council's housing estate road specification, if it is to be offered for adoption as public highway. Any consent should be subject to a condition requiring a traffic management plan during the construction period.
33. **Highways Agency** – Raises no objections, stating that the level of additional trips expected from the proposal would not have an adverse impact on the nearby A11 or M11 junctions.
34. **The County Archaeologist** – States its records indicate the site lies in an area of high archaeological potential. The site has been subject to an archaeological evaluation, the results of which indicate that evidence for late Iron Age to early Roman settlement survives in the area. The site should be subject to a programme of archaeological investigation, which can be secured through a condition of any planning permission.
35. **Cambridgeshire Fire & Rescue Service** – No response received to date. Any comments received will be reported to Members in an update prior to the Committee meeting.
36. **The Imperial War Museum** – Raises no objections but comments that there may be additional noise and traffic when there are air shows and events and that the applicants should be made aware of this.

Representations by District Councillors and by members of the public

37. District Councillor Mick Martin requests that the application be referred to Planning Committee. The position of Duxford Parish Council to recommend refusal is based amongst other things on the increased danger to pedestrians and cyclists attempting to cross the A505. The Highways statement does not indicate that they have considered these categories of road users. There are a number of Duxford children who attend school in Whittlesford, as well as a significant number of cyclists who commute to work by rail. Safe provision must be made for these people. Many years ago now when the roundabout was put at the end of Hunts Road, we were told that traffic lights were not appropriate/permitted on trunk routes. This was later not an insurmountable issue when traffic lights were installed outside the IWM visitor entrance. Indeed traffic lights have subsequently been installed at the junction of Heathfield and the A505. Traffic lights may slow down the flow, but they are probably the safest solution.

38. District Councillor Topping expresses concern about the proposal due to the lack of safe passage across the A505.
39. Letters of objection have been received from Nos.53 and 83 Moorfield Road; Nos. 4, 6, 9 and 10 Knights Orchard; No.5 Owls Close; Nos. 29 and 30 Station Road, and No.16 St John's Street. The main points raised are:
- The site lies within the countryside and the development would therefore be contrary to policy. Businesses should be located in established areas of industry. Why can't a brownfield site, such as the Spicer's land, be used instead?
 - Although Volvo occupies a nearby site, there was historically industry on the land. The proposed development would be much closer to the road and adjacent dwellings.
 - The Transport Assessment (TA) appears to be based on car rather than HGV movements. The constant flow of traffic on the A505 will not enable a slow accelerating HGV to turn out of the junction.
 - The TA was undertaken the week after the Jubilee holidays – traffic at this time was much lower than normal. It should be repeated outside holiday time.
 - The proposal should include junction improvements, as the junction is hazardous at present, and particularly difficult for cars turning west from the north.
 - Illegal right turns from Moorfield Road to the east would increase.
 - Staff may decide to park in Royston Road, Whittlesford (as Volvo staff do) to avoid having to turn left to go back onto the A505.
 - Reduced parking ratios would encourage staff to use public transport.
 - The turn off the A505 into Moorfield Road enables high speed turns, and the crossing from the south-east corner onto the first island would be even more dangerous when lorries are turning past pedestrians/children. The current foot and cycle path will cross the new entrance and space should be made for a safe refuge in the middle of the access. There is only a pavement on this side of the road.
 - If permitted, the A505 crossing should be made absolutely safe, possibly by slight alteration of the 'slip road' and using on-demand traffic lights for pedestrians, or by providing a footbridge from the Volvo corner to Whittlesford.
 - Volvo employees from Duxford approach their site through the village as there is no turn from the west into Moorfield Road. Development should not increase traffic in the village.
 - The application proposes more HGV spaces than appear to be required. 53 spaces are shown but the application submission states only 42 spaces are needed.
 - The highways assessment includes no study of the impact on traffic in St John's Street and Moorfield Road to avoid going to the McDonald's roundabout and doubling back.

- The development would result in noise disturbance to residents, with operations starting at 4am and prediction that all 30 HGV's will be on the move by 7am. This would increase traffic noise to residents, and noise from the site caused by reversing vehicles/bleepers and vibrations.
- Existing businesses in the area (Volvo and the scrap yard) have operating conditions applied to them (Volvo 8am-6pm Monday-Friday). Such conditions should be applied to the proposed site if the scheme is approved.
- If the site operates on a 24 hour basis, how will lighting guidelines be complied with?
- The proposal would result in a loss of outlook from dwellings to the north.
- The development would have a negative impact on the character of the area. It is important to keep a rural break between villages.
- Hazardous materials will be stored on the site, including petrol/diesel tanks. Welch's website states they offer warehousing for hazardous freight. Given the location near residents and in a flood risk area, the types of materials stored on site should be restricted.
- It would be sensible to bund the site to prevent any hazardous materials entering the watercourse. Interceptors will be needed to catch the diesel and oil.
- No outside storage should be permitted. At present, Welch's store tyres, pallets, kegs and a disused oil tank outside.
- The site is a field of Cambs and Ouse chalk which is important for biodiversity of the area. Given the pond and river on the site, a full biodiversity survey should be carried out.
- Development should be directed away from areas of high flood risk.
- How many local residents would be employed at the site?
- Archaeological remains have been found on the site.
- The cranes may be on the flightpath for Duxford and may affect low flying aircraft.
- The drainage schemes have not been fully developed. The documentation states that there will be no change in the volume of surface water run-off but, as much of the site will have an impermeable surface, how could this be? The river would therefore be more likely to flood downstream.
- The MoT business would generate more traffic and take away business from local garages.
- The proposal would result in an underdevelopment of the site and a very low density of jobs per acre.
- Who will pay for the construction of the pathway to the station – the developer should be asked to put money aside for the pathway in the event that terms can

be agreed with National Rail, and the money returned to the developer if after 5 years if no terms can be agreed.

40. The Ickleton Society objects to the application for the following reasons:
- Loss of Greenfield land.
 - Alteration to character of countryside.
 - The development would not provide new employment to warrant development in the countryside.
 - The applicants should find a more suitable site that has an established industrial use.
 - Vehicles leaving the site to go south will have to go left along the A505 and, unless heading for the A505, are likely to go south via Hunts Road and through Ickleton.
 - The garage is likely to attract new customers from further south resulting in further rat-running through Ickleton and Duxford. To deter this, the applicant should be required to fund the construction of a roundabout at the junction of the A505 and Moorfield Road so that vehicles can turn right onto the A505 from Moorfield Road.
41. 20 letters of support have been received from employees of Welch's. the key points raised are:
- Support the relocation to Moorfield Road, Duxford as the current access to the Granta Terrace site is along a narrow residential road and unsuited to large modern vehicles.
 - The proposed buildings are more appropriate for the needs of 21st century haulage than the current buildings.
 - The new site would improve the operation of the workshop. This would offer employees more job security.
 - The development would remove a large volume of HGV movements from Stapleford and Shelford, and generally enhance the Stapleford environment and reduce noise pollution to existing residents.
 - There is a shortage of skilled industrial jobs. If permission is not granted, Welch's may be forced to close, resulting in the loss of such jobs in the local area.
 - The fact the new site is close to the existing means current employees can still work for the company.
 - The marketplace and recession has placed demands on Welch's to be more efficient in order to remain competitive and to provide improving services to many local businesses that depend on their services in order to succeed. The move to the Duxford site is essential to enable the company to move into its fourth generation.
 - The location of the site on the major road network is ideal.

Material Planning Considerations

Principle of the development/loss of employment

42. The site lies outside any defined village framework and within the countryside. Policy DP/7 states that, outside village frameworks, only development for agriculture, horticulture, forestry, outdoor recreation and other uses that need to be located in the countryside will be permitted.

43. The Planning and Compulsory Purchase Act 2004 and the NPPF require planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise. Clearly, the proposal represents a departure from the development plan (and has been advertised as such), and it is therefore necessary to consider whether there are any material planning considerations to justify the development in this instance.
44. Paragraphs 5-9 set out Welch's justification for the proposed relocation of the business away from their existing sites in Great Shelford and Stapleford. Officers consider that this justification forms a compelling argument for the relocation of the business, and the significant shortcomings inherent within the existing sites has long been acknowledged by this Authority. In the 1993 Local Plan, the Granta Terrace site was allocated for housing, as the location within a residential area was considered to generate considerable nuisance to surrounding residents, particularly from HGV movements. The redevelopment of the site for housing, together with the relocation of the firm to another site in the District better related to the road network and away from residential areas, was considered to solve the problem. Almost 20 years has lapsed since the Granta Terrace site was allocated for residential purposes and, despite their best efforts, the company has not been able to find any suitable alternative premises in the meantime.
45. Whilst the need for the company to relocate is accepted, it is still necessary to consider whether this proposed site is acceptable in principle. Policies relating to employment development generally aim to steer such development to existing established employment areas and brownfield sites. Applying the sequential process, prior to considering any development of this site acceptable, the Council would need to be satisfied that there are no suitable brownfield sites available that would meet the company's needs. The site selection criteria have been set out in paragraph 8 of this report but, to recap, consist of: the need to be located within 5 miles of the existing premises; a location with easy access from the main primary road network (especially the A505 and M11); and a minimum site area of 2.8 hectares. A checklist showing all alternative sites considered and how they have performed against each of the essential criteria has been submitted with the application and is enclosed as an Appendix to this report. 17 alternative sites have been considered in the South Cambridgeshire area. In total, 8 of these sites are located too far away from employees and clients, and are not sufficiently well-related to the A505 and M11/A14 (these are in Swavesey, Papworth, Longstanton, Over, Fulbourn, and Linton). The remaining closer sites have been discounted for the following reasons:
- Sawston business park – problems of site access, which is compromised by the railway line with the level crossing shut for a significant part of every hour. The site is also much more expensive and requires demolition of existing buildings.
 - Spicers, Sawston - problems of site access, which is compromised by the railway line with the level crossing shut for a significant part of every hour. Also, the buildings are subject to a sale and leaseback and will not be available for 5 years.
 - Cambridge South, Sawston – site does not meet minimum size criteria.
 - Eastern Counties Leather, Pampisford – site does not meet minimum size criteria.
 - Langford Arch and London Road, Pampisford – uncertainties regarding access to the site and financial viability, and inability to deliver the site within the required five year timescale. Owner unable to fund/back the application.
 - Dales Manor Business Park – poor site access, and uncertainties regarding financial viability and deliverability within the required five year timescale.

- Marshalls, Cambridge - uncertainties regarding access to the site and financial viability, and inability to deliver the site within the required five year timescale. Owner unable to fund/back the application.
 - CIBA, Duxford – planning uncertainty and owner unable to fund/back the application.
46. Officers consider that the applicants have carried out an extremely robust and thorough examination of potential alternative sites that have either been on the market or are classified as brownfield land. The company has wanted to move, and has actively been seeking suitable alternative premises, for almost 20 years. It has been made clear by the applicants that the relocation of the business is essential to its survival in South Cambridgeshire. Reading on from this, it can only be assumed that, if an alternative site cannot be secured, there is a distinct possibility that the significant number of local jobs provided by Welch's would be under threat. There would also be a negative spin-off effect for the clients that rely on Welch's for their business. It is therefore imperative that alternative premises are secured for the company, in a location that is close enough to secure the retention of the existing jobs and client base. A key objective of the development plan is to support existing businesses and the rural economy and, given that Welch's have not been able to secure any suitable alternative premises, granting permission for the relocation of the company to this site would be in keeping with this objective.
47. In conclusion, Officers consider that there is sufficient justification to override the normal presumption against the development of land located in the countryside, and hence to support the development of this site in principle as a departure from the development plan.

Visual Impact

48. The land in the immediate vicinity of the site is not open and undeveloped in character. On the opposite side of Moorfield Road to the west is the Volvo Construction Equipment site, which contains commercial buildings used in connection with the service and repair of equipment, whilst immediately to the north are residential dwellings. A short distance to the north-east, on the opposite side of the railway bridge, are a range of buildings including Whittlesford Parkway station, a number of industrial premises and a hotel (Holiday Inn). The buildings would be viewed in the context of, and consolidate, this existing developed area. As such, it is not considered that the development of the site would unduly harm the rural character of the area. Concerns have been raised that the development would fail to provide a clear break between the villages of Duxford and Whittlesford. However, the A505 itself acts as the natural break between the two settlements, and there is a substantial gap between the site and the main part of Duxford village to the south, thereby preventing the development resulting in the coalescence of the two villages.
49. The A505 rises along the northern boundary from west to east, towards the railway bridge, and this creates an embankment along part of the northern side of the site. There are trees and hedges along the A505, whilst there is also established, dense screening to the southern boundary. The site is most prominent from Moorfield Road, and from the junction of the A505 with Moorfield Road, and can also be seen from first floor windows of houses sited on the north side of the A505 within Knight's Orchard. The site has a shape that tapers from west to east and slopes from south to north, and the development has been designed to take account of the site's constraints and topography. The buildings have generally been concentrated towards the western half of the site where the land is deeper and flatter. The main transportation/warehousing building would be sited adjacent to the northern boundary

of the site and set some 50 metres away from the western boundary. It is considered that the rising A505 and resultant high embankment along the northern boundary, together with the additional landscaping proposed along this boundary and in the north-western corner of the site, would help to minimise the visual impact of the development from the north.

Residential amenity including noise issues

50. The site lies in close proximity to residential dwellings on the north side of the A505. The application indicates that the site would operate on a 24-hour basis, and significant concerns have been raised by local residents regarding potential noise disturbance that would arise from activities being carried out on site and from associated vehicle/HGV movements.
51. The application has been accompanied by a noise impact assessment, which concludes that any potential noise impact from the use can be appropriately mitigated. No formal comments have been received to date from the Council's Environmental Health Officer (EHO). However, there have been ongoing discussions between the EHO and applicant's consultants, within which the EHO has raised a number of concerns and requested the submission of additional information, to ensure that worst-case scenarios on adjacent residents are considered:
- Additional noise measurements to be undertaken at the nearest residential garden on a Sunday, and to include the hours of 1900-2300 and 2300-0700.
 - Maximum noise levels of lorries pulling away from Moorfield Road onto the A505, and manoeuvring within the site, during the early morning hours.
 - Confirmation regarding the amount of noise reduction that would be achieved by the acoustic fencing.
 - Consideration of whether the acoustic fencing would increase noise levels (ie – echo effect) to dwellings further away in Knight's Orchard, The Moraine and Owl's Close.
52. In response to these concerns, a revised noise impact assessment has been submitted. This concludes that noise levels from proposed activities will not have a significant impact on adjacent dwellings, given that the A505 is already heavily used by HGV's and other vehicles throughout the day and night. The report states the following mitigation measures should be included within the scheme to ensure noise levels are kept to a minimum:
- All loading and unloading of lorries to be undertaken behind the warehouse/under the canopy to ensure screening of dwellings to the north by the building itself.
 - Trailers/lorries that have already been loaded the evening before should be parked in appropriate locations behind the warehouse to ensure movement of vehicles are screened as much as possible when leaving the site between 1900-0700 hours.
 - Good site management should be implemented to ensure that vehicle engines should not be left to idle unnecessarily, particularly at night.
 - Cranes should be parked in appropriate locations behind the warehouse to ensure movement of vehicles is screened as much as possible when leaving site between 1900-0700 hours.
 - No reversing beepers to be used at night. The layout of the site has, in any case, been designed to prevent reversing occurring.
 - Where possible, roller shutter doors that face dwellings should be kept closed when noisy work is being undertaken inside the building.

- Workshops will normally be in use between 0600-1900 only.
 - Fork lift truck movements to load and unload lorries to take place behind the warehouse only, so that they are screened to properties to the north.
 - Lorry wash 1 to only be used between 0700-2300 hours.
 - Lorry wash 2 (near sales and servicing) to only be used between 0600-2300 hours.
 - Where possible, exposed lorry spaces to the north-east of the site should be used between 0700-1900 hours only.
53. The EHO has advised verbally that, further to the above information, the application is considered to be acceptable in principle subject to the imposition of noise related conditions. These will be reported to Members in an update prior to the Committee meeting.
54. With regards to the lighting of the site, the application states that the general strategy is to provide the minimum levels required for safe access around the site, with columns and building mounted floodlights designed to illuminate the access road, car park and lorry bay areas only. The details of the final lighting scheme should be required as a condition of any planning permission.

Highway safety

55. The site is bounded by the A505 to the north, and lies adjacent to the staggered junction of the A505 with Whittlesford to the north and Duxford to the south. Significant concerns have been raised by Duxford, Whittlesford and Ickleton Parish Councils, by Councillors Martin and Topping, and by local residents regarding the highway safety implications of the development, as well as to the implications for the safety of pedestrians and cyclists. They generally consider that problems inherent with the existing junction design should be addressed by this application, that the speed limit should be reduced from 50mph to 40mph, and that a safer passage across the A505 for pedestrians and cyclists should be designed (whether it be by way of a footbridge or traffic lights). There are also concerns from Duxford and Ickleton Parish Councils that the development would result in vehicles travelling through these villages. This is due to the fact that right hand turns onto the eastbound carriageway of the A505 are prohibited from the southern section of Moorfield Road, thereby meaning that any vehicle wishing to travel southwards would have to turn left onto the A505, and then go around the M11 roundabout and back again.
56. The Local Highways Authority has been consulted on the proposal and has advised that it would object to HGV's using Duxford, Ickleton or Whittlesford as a through route. As a result, any permission would need to be subject to a routing agreement for HGV's (to be agreed as part of a Section 106 Agreement) that would control and prevent the use of these routes by HGV's. The LHA also requested that the site access be redesigned in order to ensure that all large vehicles would turn right out of the site, the submission of a drawing showing visibility splays, and further traffic speed and flow data. An addendum to the Transport Assessment (TA) has been submitted, following consultation and discussion with the LHA, and amended drawings have also been provided.
57. The updated TA has considered and responded to local representations regarding the possible safety of cyclists and pedestrians crossing the A505 at this point, arising from increased pedestrian and cyclist crossing movements and a greater number of vehicles turning into Moorfield Road as a result of the development. The TA submitted with the application predicted the development would result in minimal additional pedestrian and cycling movements, and concluded that improvements to

the existing crossing facilities would not therefore be required or justified as a result of the development. The revised TA identifies the problems with the existing junction as being: faded road markings/hatching; overgrown vegetation restricting visibility of vehicles approaching from the east for pedestrians and cyclists waiting to cross the A505 from the south; and a narrow poorly surfaced footpath on the eastern side of Moorfield Road adjacent to the site. To improve the pedestrian and cycling environment, it is proposed to widen this footpath to provide a 3 metre wide shared cycle/footpath from the existing crossing at the Moorfield Road/A505 junction to the pedestrian/cycle access into the development (a length of some 25 metres). South of this point, it is proposed to widen the existing footpath to 2 metres as far as the access to the sub-station to the south. It is also proposed that the overgrown vegetation restricting visibility at the junction be trimmed back.

58. The revised TA states that the following options, that have been suggested in responses received from the Parish Councils and local residents regarding improvement of the crossing facilities across the A505, have been discussed and explored with the LHA:
- Foot/cycle bridge – this would require extensive ramps and steps on both sides that would create a lengthy diversion to the existing route (encouraging people to cross the road itself). There is limited availability of land on the north side of the A505. Given the limited pedestrian and cyclist flows, and the excellent existing safety record at this junction, the LHA did not consider this option to be appropriate.
 - Controlled crossing – a signalled crossing would cause additional delays on this busy road. The LHA considers such a facility is likely to create an accident issue and is not considered appropriate.
 - Speed camera – A speed camera was previously installed around 300m east of this junction but was removed as it was not needed.
 - Speed reduction from 50mph to 40mph – A reduction in speed limit would be difficult to enforce and not be consistent with other A roads in the area. The limit for this road was reduced from 60mph a few years ago, and a further reduction to 40mph is not recommended by the LHA.
 - Additional signage and road markings – There are a relatively high number of existing signs in the area, and the addition of standard signage is unlikely to improve the existing crossing conditions. It was initially considered that Vehicle Activated Signs could be installed on both the A505 approaches. Due to the good overall accident record at this junction, the LHA stated it would not recommend such signage. However, it would allow them to be installed on the highway if requested by the Parish Council, but the Parish Council would need to be prepared to take the responsibility to maintain them.
59. The formal response of the LHA to the revised TA is presently awaited and will be reported to Members in an update prior to the Committee meeting.
60. It should be stressed that highway/pedestrian safety improvements can only be required if the Highways Authority considers that the highway safety implications of the development are such that, in the absence of such improvements, the proposal would be unacceptable. The development cannot be viewed as an opportunity to redress existing perceived problems with the junction arrangement, and, in order to

meet the relevant tests of planning conditions, any required highways improvements must be necessary and relevant to the application development.

61. The site lies within easy walking distance of Whittlesford Parkway station and is therefore in a relatively sustainable location. The north-east corner of the site adjoins the station premises, and the possibility of providing a cycle way through the site has been discussed with Network Rail and the station operator. However, Network Rail has opposed this to date on safety grounds, as the existing platform would need to be extended. In the event that the applicants are able to obtain any agreement from Network Rail in the future, land has been set aside at the southern end of the site that could provide a cycle/footpath link through from Moorfield Road to the station. Whilst this link is certainly desirable, its provision should not be conditioned as part of any permission given that its deliverability is dependent upon the agreement of a third party (and it is clear this may prove irresolvable) and given that the Local Highways Authority has not advised that alternative footpath/cycle path routes are necessary for safety reasons.
62. The application proposes to provide a total of 97 car parking spaces on the site, as well as spaces for HGV's. The Council's parking standards require parking to be provided at a maximum ratio of 1 space per 50 square metres, resulting in a total of 98 spaces, and the level of parking provision is therefore in accordance with policy requirements.

Flood risk/contamination issues

63. The site is located within Flood Zones 1, 2 and 3, with the latter (highest risk) affecting the area nearest to the watercourse to the south. The Environment Agency has been consulted on the proposal and raised concerns regarding the originally submitted Flood Risk Assessment. Following the submission of further information, the Environment Agency has withdrawn its concerns, advising that issues relating to flood risk and potential contamination of ground water can be dealt with by conditions.

Trees/landscaping

64. The application proposes that existing trees along the southern and eastern boundaries (which are subject to a Tree Preservation Order) would be retained. The Trees Officer has not formally commented on the application but was involved in pre-application discussions and raised no in principle objections to the development of the site subject to any development being sited outside the root protection areas of these trees.
65. Any comments received from the Trees and Landscape Design Officers will be reported to Members in an update prior to the Committee meeting.

Ecology

66. The application has been accompanied by an ecological survey, which concludes that a badger sett was identified within the site boundary but that there are no recent signs of any activity. The Council's Ecology Officer has raised no in principle objections to the development of the site but has commented that badgers can return to former sites and that any approval should therefore be subject to a further badger survey being undertaken, as well as to a general scheme of ecological enhancement.
67. A further badger survey has since been undertaken following which the Ecology Officer has raised no objections relating to the protection of badgers, but has

recommended that any consent be subject to a requirement for a repeat badger survey within 30 days prior to commencement. Additionally, a scheme of ecological enhancement and management would secure suitable management of the scrub area and trees adjacent to the stream. These issues can be controlled through conditions of any planning permission.

Archaeology

68. The site lies in an area of high archaeological potential, with evidence suggesting that late Iron Age to early Roman settlement remains may survive in the area. Any consent would therefore need to be subject to a condition requiring a scheme of archaeological investigation to be undertaken.

Sustainability

69. The application proposes that the 10% renewable energy requirements stipulated within LDF Policy NE/3 would be achieved through the extensive use of solar panels to southern facing roof of the main transportation/warehousing building.

Contributions

70. In accordance with the requirements of Policy SF/6 and the Public Art SPD, a contribution towards public art would be required, and this should be secured by way of a Section 106 legal agreement. The applicant's agent has confirmed agreement to this.

Recommendation

71. Subject to no objections being raised by the Local Highways Authority to the additional transport assessment information and revised plans, delegated powers are sought to approve the application (as amended by Health Impact Assessment date stamped 16th October 2012, Transport Assessment Addendum dated 23rd October 2012, Addendum to Badger Survey Report dated 1st November 2012, Noise Impact Assessment date stamped 12th November 2012, and Flood Risk Assessment Rev 2 dated 5th October 2012); and drawing numbers D003-003-D14 and D003-006-2 and D003-010 date stamped 21st November 2012. Any approval would need to be subject to the prior signing of a Section 106 Agreement to include a lorry routing agreement and public art contributions, and to the following conditions.
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. The development hereby permitted shall be carried out in accordance with the following approved plans: [approved plan numbers to be inserted]
(Reason – To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)
 3. The development, hereby permitted, shall not commence until details of all materials to be used for the buildings and hard surfaced areas have been submitted to and approved in writing by the Local Planning Authority. The development shall be completed 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 South Cambridgeshire Local Development Framework 2007.)

4. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed in accordance with the approved details before the commencement of and shall thereafter be retained.
(Reason - To ensure that the appearance of the site does not detract from the character of the area in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
5. 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.)
6. 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, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant 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.)
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. Within thirty days prior to the commencement of the development hereby approved a repeat badger survey shall be undertaken of the site in order to establish the current status of badgers within the site. The findings of the survey shall be provided in writing to the local planning authority prior to commencement of the development to allow written approval of the survey conclusions. No development shall commence without a repeat survey for badger activity within the site.
(Reason - There is a low level of historic badger activity on part of the site. Badgers have the potential to re-use sites and could therefore become active

within the site prior to the commencement of development. Repeat surveys will ensure no conflict arises with the Protection of Badgers Act 1992, in accordance with Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007.)

9. No development shall take place until details of the following have been submitted to and approved in writing by the Local Planning Authority:
 - i) Contractors' access arrangements for vehicles, plant and personnel;
 - ii) Contractors' site storage area(s) and compounds(s);
 - iii) Parking for contractors' vehicles and contractors' personnel vehicles;Development shall not be carried out other than in accordance with the approved details.
(Reason - In the interests of residential amenity and highway safety in accordance with Policies DP/3 and DP/6 of the adopted Local Development Framework 2007.)
10. 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 and upon the amenities of adjacent residents in accordance with Policies DP/3 and NE/14 of the adopted Local Development Framework 2007.)
11. During the period of construction, no power operated machinery shall be operated on the site before 0800 hours and after 1800 hours on weekdays and 1300 hours on Saturdays, nor at any time on Sundays or Bank Holidays, unless otherwise previously agreed in writing with the Local Planning Authority.
(Reason – To minimise noise disturbance to adjoining residents in accordance with Policy NE/15 of the Local Development Framework 2007.)
12. The development hereby permitted shall not be commenced until such time as a scheme for flood risk mitigation measures in accordance with the approved Flood Risk Assessment (FRA) reference JF/675007/R62 Rev 2 dated 5 October 2012 by MLM Consulting Engineers Ltd. has been submitted to, and approved in writing by, the local planning authority.
The scheme shall:-
 1. Demonstrate that appropriate flood risk mitigation will be undertaken to ensure the development is not at risk from flooding.
 2. Provide details of flood risk compensation measures for any development or ground raising within the identified floodplain.
 3. Provide details of landscaping proposals and finished floor and ground levels.(Reason - To ensure the development is not at risk from flooding and flood risk is not increased elsewhere, in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)
13. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include: detailed calculations for any storage requirements. The drainage scheme will need to accommodate the 1 in 100 year critical rainstorm event inclusive of climate change allowances in accordance with the National Planning Policy Framework (NPPF); and details

of how the scheme and any proposed structures shall be maintained and managed after completion.

(Reason - To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the scheme is secured, in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)

14. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any order revoking and re-enacting that Order with or without modification, the development area below the 1 in 100 year flood contour and the Flood Compensation Area as shown on Drawing 675007/155 Rev P2 dated 27 July 2012 (excepting the commercial buildings approved under this Decision Notice) shall remain sterile with no development, including any extensions, buildings, walls and/or ground raising taking place unless otherwise agreed in writing by the Local Planning Authority.
(Reason - To ensure the potential floodplain area is exempt from permitted development rights and prevent any increased risk of flooding that would otherwise be caused by a reduction in flood storage capacity or deflection of flood flows, in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)

15. The development hereby permitted shall not commence until such time as a scheme to dispose of surface water including trade effluents has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

(Reason - To ensure the protection of the wider environment, in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)

16. No development approved by this planning permission shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1) A preliminary risk assessment which has identified:

- All previous uses
- Potential contaminants associated with those uses
- A conceptual model of the site indicating sources, pathways and receptors
- Potentially unacceptable risks arising from contamination at the site

2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to controlled waters as we are not confident that the initial site investigation sampling and the results of the risk assessment provides sufficient evidence to prove that there is no risk to controlled waters on site

3) The results of the site investigation and detailed quantitative risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

(Reason - To protect and prevent the pollution of controlled waters (particularly the River Cam (or Granta) of the Cam and Ely Ouse including South Level catchment east of the site and the Cam and Ely Ouse Chalk waterbody underlying the site) from potential pollutants in line with Environment Agency Groundwater Protection (GP3:2008) position statements P1-4, and P9-5 to P9-7, and in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)

17. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

(Reason - To protect and prevent the pollution of controlled waters (particularly the River Cam (or Granta) of the Cam and Ely Ouse including South Level catchment east of the site and the Cam and Ely Ouse Chalk waterbody underlying the site) from potential pollutants in line with Environment Agency Groundwater Protection (GP3:2008) position statements P9-6 and P9-7. See also Reason 1, and in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)

18. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

(Reason - To protect and prevent the pollution of controlled waters (particularly the River Cam (or Granta) of the Cam and Ely Ouse including South Level catchment east of the site and the Cam and Ely Ouse Chalk waterbody underlying the site) from potential pollutants in line with Environment Agency Groundwater Protection (GP3:2008) position statements P9-6 and P9-7, and to ensure the development is not at risk from flooding and flood risk is not increased elsewhere, in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)

19. Development shall not begin until a scheme for surface water disposal has been submitted to and approved in writing by the local planning authority. Infiltration systems shall only be used where it can be demonstrated that they will not pose a risk to groundwater quality. The scheme shall be implemented as approved.
(Reason - To protect and prevent the pollution of controlled waters in line with the Environment Agency Groundwater Protection (GP3:2008) position statements P4-1 to P4-12 inclusive. The water environment is potentially vulnerable and there is an increased potential from pollution from inappropriately located and/or designed infiltration sustainable drainage systems (SuDS) such as soakaways,

unsealed porous pavement systems or infiltration basins, and to ensure the development is not at risk from flooding and flood risk is not increased elsewhere, in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)

20. Using penetrative methods of foundation design shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

(Reason - To protect and prevent the pollution of controlled waters in line with Environment Agency Groundwater Protection (GP3:2008) position statement P10-3. Piling or any other foundation designs using penetrative methods can result in risks to potable supplies from, for example, pollution / turbidity, risk of mobilising contamination, drilling through different aquifers and creating preferential pathways. Thus it should be demonstrated that any proposed piling will not result in contamination of groundwater, and to ensure the development is not at risk from flooding and flood risk is not increased elsewhere, in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)

21. No development shall take place until a scheme for the provision and implementation of renewable energy technologies, to provide at least 10% of the predicted energy requirements through renewable energy technology, 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 that the scheme generates at least 10% of its energy from renewable sources in accordance with Policy NE/3 of the Local Development Framework 2007.)

22. No development shall take place on the application site until the implementation of a programme of archaeological work has been secured in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

(Reason - To secure the provision of archaeological excavation and the subsequent recording of the remains in accordance with Policy CH/2 of the adopted Local Development Framework 2007.)

23. No buildings shall be occupied until a Travel Plan for both staff and visitors has been submitted to and approved in writing by the Local Planning Authority. The Plan shall be implemented in accordance with the approved details.

(Reason - To reduce car dependency and to promote alternative modes of travel in accordance with Policy TR/3 of the adopted Local Development Framework 2007.)

Plus any additional conditions required as a result of comments from the Local Highways Authority, Environmental Health Officer and Trees/Landscape Design Officers.

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

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

- South Cambridgeshire Local Development Framework (LDF) Core Strategy, adopted January 2007
- Supplementary Planning Documents: Trees and Development Sites, Public Art, Biodiversity, Landscape in New Developments, District Design Guide, Health Impact Assessment
- National Planning Policy Framework 2012
- Circular 11/95
- Planning File References: S/1726/12/FL, S/1725/12/OL, S/1727/12/OL, S/1728/12/OL, S/1726/12/FL, SC/0484/61 and S/1825/90/O.

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

Alternative Sites Chart

Between 2007 and 2012 Welch's Group Holdings carried out an assessment of suitable sites in the Cambridgeshire, Hertfordshire and Essex area for relocation to enable future growth for the company. The suitability of a given site was assessed on the basis of the following:

- * Minimum area of site; Welch's currently occupy approx. 5 acres of land surrounded by Residential property over 3 sites in Great Shelford and Stapleford. To ensure any new site was sufficiently sized for Welch's growing needs and in order to ensure that the site is efficient in it's layout the minimum size of the site would need to be 7 acres
- * Distance from Client Base Welch transport frequently serviced client base stretches from as far north as Peterborough and as far south as Peterborough and as far south as Bishop's Cleeve along the A14/A505/A11 and M11. For this reason and because of the number of trips required to these clients it is important that the site is centrally located to the client base and not far from the A14/M11. (Please refer to Appendix 10 of the Transport Assessment for locations of client base)
- * Distance from Employees; It is important that the relocation site is close to the existing employees. Welch's employ approximately 75 staff at there existing sites. These staff are drawn from the local area, with approximately half of staff living in Sawston / Duxford and a cluster at Haverhill (see Transport Assessment).
- * Distance from A505/A11/A14; The existing client base for Welch is based close to the A11/A14/M11 and importantly a significant amount of the transhipping for clients will be reliant upon access to these roads
- * Access to the site; Access should provide easy access for the Vehicles that Welch's Group use
- * Planning Status; Welch's Group required commitment from any owner/developer that Planning was possible and could be funded by the developer/owner.
- * Financial Viability; As with all commercial financial deals it was imperative that Welch's could purchase the completed site at a market value site
- * Deliverability in timescales; Commitment was sort from owners/developers to hit a delivery date of 2014

Site Description	Location	Area (ha)	Area (acres)	Source	Minimum area of site	Distance from Client Base	Distance from Employees	Distance from A14/M11	Access to site	Planning Status	Financial Viability	Deliverability in timescales required	Why discounted?
Favoured Site, Land off A505	Whittlesford	3.65	9.0	Wrenbridge	✓	✓	✓	✓	✓	?	✓	✓	Preferred site
Sawton Business Park	Sawton	5.03	12.4	Wrenbridge	✓	✓	✓	✓	X	✓	✓	✓	The site access is compromised by the train track with the level crossing shut for a significant part of every hour. The site is significantly more expensive and requires demolition of existing buildings.
Spicers Land	Sawton	16.8	41.5	Spicers	✓	✓	✓	✓	X	?	?	X	The site access is compromised by the train track with the level crossing shut for a significant part of every hour. We understand that the existing buildings are subject to a sale and leaseback and will not be available for 5 years.
Cambridge South	Sawton	2.63	6.5	Savills	X	✓	✓	✓	X	✓	?	?	Does not reach minimum site criteria
Buckingway Business Park	Swavesey	1.21	3.0	Bickwells	X	✓	✓	✓	X	✓	?	✓	Does not reach minimum site criteria
Papworth Business Park - Link 428	Papworth	2.02	5.0	Wrenbridge	X	X	X	X	✓	✓	✓	✓	Does not reach minimum site criteria
North of Hattons Road up to the proposed bypass	Longstianon	6.7	16.5	Site Specific Policies DPD - January 2010	✓	✓	✓	✓	✓	✓	✓	✓	Distance from clients and employee to great
West of Eastern Counties Leather, London Road (residue)	Pampisford	1	2.5	Site Specific Policies DPD - January 2010	X	✓	✓	✓	✓	?	?	?	Does not reach minimum site criteria
Norman Way (residue)	Over	1.7	4.2	Site Specific Policies DPD - January 2010	X	✓	✓	✓	X	✓	✓	✓	Does not reach minimum site criteria
Ermine Street South (residue)	Papworth	2.5	6.2	Site Specific Policies DPD - January 2010	X	X	X	X	✓	✓	?	?	Does not reach minimum site criteria
Fielding Industrial Estate	Fulbourn	2.26	5.6	LDf Employment Land Review (July 2008)	X	X	X	X	✓	✓	?	?	Does not reach minimum site criteria
Grip Industrial Estate	Linton	2.88	7.1	LDf Employment Land Review (July 2008)	X	X	X	X	✓	✓	?	?	Does not reach minimum site criteria
Cambridge Road	Linton	4.02	9.9	LDf Employment Land Review (July 2008)	✓	X	X	X	✓	✓	?	?	Distance from clients and employee to great
Langford Arch and London Road Industrial Estates	Pampisford	7.45	18.4	LDf Employment Land Review (July 2008)	✓	✓	✓	✓	?	✓	X	X	Planning uncertainty and owner not able to fundback planning application
Dales Manor Business Park	Sawton	16.5	40.7	LDf Employment Land Review (July 2008)	✓	✓	✓	✓	X	✓	?	?	Access/egress to site poor
Marshalls of Cambridge (North Works)	Cambridge	17.1	42.2	LDf Employment Land Review (July 2008)	✓	✓	✓	✓	?	✓	X	X	Planning uncertainty and owner not able to fundback planning application
CIBA	Duxford	24.4	60.2	LDf Employment Land Review (July 2008)	✓	✓	✓	✓	✓	✓	X	X	Planning uncertainty and owner not able to fundback planning application
Daleshead Foods Limited	Linton	3.39	8.4	LDf Employment Land Review (July 2008)	✓	X	X	X	✓	✓	?	?	Distance from clients and employee to great

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

5 December 2012

AUTHOR/S: Planning and New Communities Director

S/1725/12/OL – STAPLEFORD

Outline application, including means of access, for the erection of up to 44 dwellings, provision of formal and informal open space, including children's play equipment and associated parking and landscaping following the demolition of existing buildings and removal of hardstanding, at Welch's Transport Ltd, Granta Terrace for Welch's Group Holdings Ltd

Recommendation: Delegated Approval**Date for Determination: 21 November 2012****Major Development****Notes:**

This application has been reported to the Planning Committee for determination as it is related to application reference S/1726/12/FL (this latter application being a Departure from the Development Plan for which the Officer recommendation is one of approval contrary to the recommendations of Duxford, Whittlesford and Ickleton Parish Councils)

Members of Committee will visit the site on Tuesday 4th December 2012.

To be presented to the Committee by Kate Wood

Site and Proposal

1. The 1.63 hectare application site is located within the Stapleford village framework at the southern end of Granta Terrace and is one of three separate parcels of land within the centre of Great Shelford and Stapleford that are owned and used in connection with the Welch's business. The site, referred to as Site A within the application, comprises Welch's main headquarters and is used for: road haulage, distribution and warehousing; truck and van sales; and vehicle and crane hire. There are three main buildings on the site (including 2600m² of warehousing and 650m² of offices). The central building comprises offices and a truck maintenance workshop, a building to the north contains dry storage and a crane maintenance area, whilst in the south-eastern part of the site, is an open-fronted steel-framed building mainly used for dry storage and vehicle wash-down. There are also a number of small storage buildings and car servicing at the north-western boundary, a truck wash in the centre and shipping containers in the south-west part of site used for vehicle parts storage. The remainder of the site is laid to hardstanding. The southern part of the site is located within an area of high flood risk, and beyond the industrial units to the west, is the Cambridge-London railway line.
2. The sole means of vehicular access to the site is via Granta Terrace, which enters the site from the west. Beyond the north-western boundary of the site are residential

dwellings fronting Granta Terrace whilst, on the opposite side of Granta Terrace to the west, are existing commercial/industrial premises. To the east, beyond a 2 metre high brick wall and tall conifer screen, is Aylesford Way (the properties within this street are bungalows) whilst the gardens of houses fronting London Road adjoin the site to the north. The River Granta lies to the south of the site, and beyond this is agricultural land that lies outside the framework and within the countryside and Green Belt.

3. The application seeks outline consent, with all matters other than the means of access reserved, for the erection of up to 44 dwellings on the site, together with the provision of open space (including children's play equipment) and associated landscaping. The application proposes the provision of two means of access to the site, namely Granta Terrace (as existing) as well as an additional access from Aylesford Way. The proposed access from Aylesford Way would be designed as a T-junction and would provide a 5.5 metre wide carriageway with footpaths to both sides.
4. The illustrative layout drawings indicate the roads (beyond the initial spur road from Aylesford Way) would have footpaths on just one side. The northern edge of the site would comprise a mixture of small terraced houses and apartments, whilst large detached and semi-detached houses would be located in the centre. The southern part of site, adjacent to the River Granta, would consist of an area of public open space (of just under 4000m²), with approximately 300m² of this area designated as an equipped Local Area of Play (LAP) (see paragraph 86). The dwellings on the southernmost part of the site are shown facing this area of open space. The properties at the south-western end, directly opposite the adjacent commercial premises (Wedd's), are illustrated facing eastwards, with approximately 15 metre rear gardens bounded by an acoustic screen to the rear/western boundary. The Design and Access Statement indicates that the dwellings would all be two-storey in scale, with some dwellings accommodating rooms within the roof space.
5. It is proposed that the dwellings would include 14 no. affordable units (4 x 1-bed flats, 2 x 2-bed flats, 6 x 2-bed houses and 2 x 3 bed houses) and 30 no. market units (3 x 3-bed houses, 4 x 2-bed houses, 23 x 4+ bed dwellings). 69 parking spaces would be provided at a ratio of 1 space per 1, 2 and 3-bedroom dwelling and 2 spaces per 4+ bedroom property.
6. As stated above, this site is one of three sites upon which the Welch's business is operated, and is referenced within the application as Site A. Separate applications have been submitted for residential development on the other two sites. Site B is located on the north side of London Road and is a 0.28 hectare site providing car parking for the Welch's garage site and is the subject of an outline application for 8 dwellings (Reference S/1727/12/OL). Site C relates to the car sales site on the opposite side of the road to Site B and is the subject of an outline application for 14 dwellings (Reference S/1728/12/OL). Welch's are proposing to relocate their entire operation to a new site in Duxford (Reference S/1726/12/FL). All applications are being considered at this Committee and it is essential that the proposals be determined and considered as a package.
7. The planning statement accompanying the application explains that Welch's currently operate on three separate sites within Great Shelford and Stapleford that are located within 100 metres of each other. They are a long-established local company (formed in 1934) and the business consists of the following elements: road haulage, distribution and warehousing; truck and van sales; crane and motor vehicle hire; and car sales. Welch's have 5 transport depots in total in the Eastern region (3 others in addition to those in Shelford and Stapleford) and employ a total of 150 people. There

are approximately 75 staff at the Great Shelford and Stapleford sites, around half of which live in Sawston or Duxford.

8. The applicants have advised that the following key issues currently seriously affect their business, and that, as a result, the relocation of the business is essential to the survival of its operation in South Cambridgeshire:
- The current access to the main haulage and distribution site is along a narrow, residential road (Granta Terrace). This road is unsuitable for 44 tonne articulated lorries, and taking this size of vehicle along a narrow residential street is becoming untenable.
 - Notwithstanding the above, the Government is reviewing existing maximum limits on vehicle sizes (European Directive 96/53/EC), which would allow an increase in trailer lengths from 13.6 to 15.7 metres. In due course, this longer length is likely to become the 'industry standard' to which all Welch's clients will require the company to comply. Such vehicles would not be able to use Granta Terrace, and this factor signals the demise of this site as a distribution location within the next three to five years.
 - The existing buildings at Granta Terrace would have been industry standard when built by Welch's in the 1950s, but are no longer fit for purpose and are coming to the end of their economic life.
 - Given the length of modern trucks, it is increasingly difficult to manoeuvre vehicles around the existing service yard, whilst avoiding other trucks and people.
 - Welch's cannot simply move to any business park, allocated industrial park or brownfield site in the District. The company's objectives are: close proximity to the existing base (an absolute necessity to retaining customers and staff); close proximity to the strategic road next work (particularly the A505 and the M11); and; a bespoke, new facility, that can be designed and built to the company's own specification, to address all the problems inherent within the existing sites.
 - Welch's have been looking for new premises since the early 1990s. This Council recognised this need as far back as 1993 when Granta Terrace was designated for residential use in the Local Plan, recognising Welch's difficulties and acknowledging the potential of Granta Terrace for residential use. Welch's have been trying to find this 'relocation to another site better related to the road network' for two decades. The company applied for planning permission for the redevelopment of Granta Terrace for residential use in 1993. This application was withdrawn, as Welch's could not find suitable alternative premises, and this problem has blighted the business ever since.

Planning History

9. C/0136/54 – Use as a transport site – approved
10. C/0109/55 – Erection of new transport depot – approved
11. C/0225/57 – Erection of a garage building – approved

12. C/0255/57 – Erection of new offices – approved
13. SC/0146/59 – Erection of two buildings for storage only – approved
14. C/0730/63 – Extension to existing transport stores- approved
15. C/0724/64 – Erection of joinery shop – approved
16. S/0523/74/F – Extension to warehouse – refused
17. S/2208/78/EU – Commercial use – refused
18. S/0571/93/O – Residential development – withdrawn. This coincided with the 1993 Local Plan allocation but the application was withdrawn as Welch’s could not find a suitable alternative site to relocate to.
19. S/0533/01/F – Vehicle wash unit – approved
20. S/0862/02/F – Storage building – approved

Planning Policy

21. National Planning Policy Framework 2012
22. South Cambridgeshire Local Development Framework Development Control Core Strategy 2007:
ST/4: Rural Centres
23. South Cambridgeshire Local Development Framework Development Control Policies DPD, 2007:

DP/1: Sustainable Development
DP/2: Design of New Development
DP/3: Development Criteria
DP/4: Infrastructure and New Developments
DP/7: Development Frameworks
GB/3: Mitigating the Impact of Development Adjoining the Green Belt
HG/1: Housing Density
HG/2: Housing Mix
HG/3: Affordable Housing
ET/6: Loss of Rural Employment to Non-Employment Uses
NE/1: Energy Efficiency
NE/3: Renewable Energy Technologies in New Development
NE/6: Biodiversity
NE/10: Foul Drainage – Alternative Drainage Systems
NE/11: Flood Risk
NE/12: Water Conservation
NE/14: Lighting Proposals
NE/15: Noise Pollution
NE/16: Emissions
CH/2: Archaeology
SF/6: Public Art
SF/10: Outdoor Playspace, Informal Open Space and New Developments
SF/11: Open Space Standards
TR/1: Planning for More Sustainable Travel
TR/2: Car and Cycle Parking Standards

TR/3: Mitigating Travel Impact

24. South Cambridgeshire LDF Supplementary Planning Documents (SPD):
Open Space in New Developments – Adopted January 2009
Trees and Development Sites – Adopted January 2009
Public Art – Adopted January 2009
Biodiversity – Adopted July 2009
Landscape in New Developments – Adopted March 2010
District Design Guide – Adopted March 2010
Affordable Housing – Adopted March 2010
Health Impact Assessment – Adopted March 2011
25. Circular 11/95 (The Use of Conditions in Planning Permissions) - Advises that conditions should be necessary, relevant to planning, relevant to the development permitted, enforceable, precise and reasonable in all other respects.

Consultation by South Cambridgeshire District Council as Local Planning Authority

26. **Great Shelford Parish Council** – Recommends approval, stating it has no objections as long as issues such as overlooking and overshadowing of existing houses can be dealt with at the reserved matters stage.

In addition, no objections have been raised to the amended noise impact assessment providing the consultants' recommendations are followed in order to protect the amenities of occupiers.

27. **Stapleford Parish Council** – States that it has considered in detail the applications submitted by Welch's Group Holdings Ltd in respect of the sites at 29-35 and 32 London Road, and Granta Terrace, and recommends outline planning permission is approved for all three sites. Arising from the three applications, the Parish Council has raised a number of points which are listed below:
1. The Council has concerns over the ease of access onto London Road from both Granta Terrace and Aylesford Way.
 2. The Council wishes to question whether the visibility splay at the top of Granta Terrace is adequate?
 3. Overall safety would be improved by the introduction of interactive flashing signs on London Road, which will encourage drivers to slow down and think about pedestrians, cyclists etc.
 4. The need for a road crossing close to Dolphin Way should be considered as this is the most immediate route that will be used by parents, carers and children from the Granta Terrace site when heading to Stapleford primary school.
 5. Council expressed concerns about the position of the bus stop in the vicinity of 29-35 London Road. However, the amended proposal (dated 16 October 2012) covering access layout, visibility splays and the bus stop position (Fig SK51B) is a distinct improvement. Council has recommended approval of this amendment.
 6. The Council is aware that a number of residents from Aylesford Way have objected to provision of access via Aylesford Way. One of their concerns is that the road surface is not designed for heavy flows of traffic and the sewer is shallow. This is in contrast to Granta Terrace, which has been reconstructed at some point to cope with HGV's etc. in the light of these comments, it would be helpful to know what the Highways Department's view is on this issue.

At the public session of the Parish Council meeting, one resident raised concerns that Policy ET/8 states that employment sites should be retained for employment and not redesignated for housing. This was also a recommendation that arose in Stapleford's Parish Plan. The Parish Council considered this point but overall felt that the village benefits more from the planned developments and the improved traffic conditions, and that this outweighs the loss of potential employment in the village. The Council also recognises that the jobs are staying in the local area, as the site at Duxford is only 3 miles away.

28. **Sawston Parish Council** – Recommends approval.
29. **The Urban Design Officer** – Recommends approval, stating that the proposals are appropriately integrated with the existing adjacent developments and illustrate an outward looking development with views across the adjacent countryside, and the site planning maximises the site opportunities to create a coherent development that reinforces the street frontage. The public open space and play area as illustrated is overlooked providing good natural surveillance. The proposed access is appropriate. The building massing and form illustrated, namely 2 storey residential development, is also acceptable and in keeping with its neighbours.
30. **The Trees and Landscape Officer** – Raises no objections, stating that any trees to be retained must be afforded enough space so as not to become a nuisance. Any trees planted as part of a landscaping scheme must be provided with enough rooting volume to allow for establishment and retention into maturity.
31. **The Landscape Design Officer** – No response received to date. Any comments received will be reported to Members in an update prior to the Committee meeting.
32. **The Ecology Officer** – States that there are better design options that could be considered for the river Granta frontage. The river at this point will be immediately adjacent to the public open space. The current bank form appears to have been made up of dumped material with concrete rubble showing at many points. This bank is very high up from the water level. The Granta at this location appears to be impounded by Shelford Mill downstream and, as such, the river's velocity is reduced, leading to less scour on the bank than would be expected. Additionally, the main flood plain is the lower land on the opposite bank. It would be appropriate to lower the height and steepness of the bank so that the rubble can be removed, a safer bank profile achieved and the bank re-seeded with a wildflower mix. The drainage strategy explains that an outfall would be created in the bank. Details of the likely form should be provided as a large structure would significantly impact the meander of the river. Ideally it should discharge to the ditch where it would not affect the flow or lead to bank instability. It may be possible to integrate the outfall with bank re-grade options, and further discussion should be had on this point in consultation with the Environment Agency. The landscape proposals appear to show that small trees will be left on the river and ditch frontage. This is not entirely accepted – there are two medium-sized ash trees and two willow that should be retained as they will give strength to the bank and retain site biodiversity. The removal of the sycamore is accepted so that bank restoration can take place. The significant conifer hedge along one boundary of the site should be removed and replanted with a suitable native species mix. The general approach for the mix of wildflower planting and shrub planting is welcomed. Greenfield run-off rates will return surface water to the river and this is a gain for the river in terms of flow. A condition should be added to any consent to ensure that suitable protective fencing is in place along the ditch and the river to ensure that no debris enters the watercourse during the course of site demolition.

33. **Planning Policy** – The sites are generally suitable for residential development having regard to the LDF and national policy guidance. There is a need for additional housing in the District and a large unmet need for affordable housing which the development of these sites could partly address. Policy ST/2 states that provision will be made for 20,000 new homes to 2016. There were 9,285 completions to 31 March 2011, and the development of these sites would assist the provision of additional housing over the remainder of the plan period. Policy ST/4 identifies Shelford and Stapleford as a sustainable settlement for development and redevelopment within village frameworks without any scheme size limit. If the business was not relocating locally, redevelopment for housing would be contrary to policy. The relocation of the business to Duxford would protect local employment opportunities and add to the range of available local land and premises. There is also evidence that the operation of their existing business in the midst of a residential area is capable of generating a range of environmental problems and, if operated by another business, could generate similar or worse problems for local residents. As the relocation of the business is so important to make the proposal acceptable in planning policy terms, the development of the Duxford site should precede that of the residential sites and be secured by condition or legal agreement. The applications should also be considered as a package and determined at the same time.

The SHLAA Assessments of these sites conclude they have development potential and have therefore been included as development options in the Issues and Options document.

34. **Section 106 Officer** – Comments as follows in respect of the contributions that appear likely to be required having regard to the indicative housing number and mix. It should be noted that the recommendation of the s106 officer is that any section 106 agreement should include a formula mechanism for calculating the necessary contributions at the submission of each reserved matters application (the application before committee is outline only and is not specific as to the housing number and mix).

Education – these figures vary depending on the affordable housing tenure but a good assumption to work on is a total contribution for pre-school and primary school being in the region of £220,000 - £225,000.

Public Art – The statements submitted with the applications comment that a contribution is not necessary as this is not required by Policy SF/6. In January 2009, the Council adopted the Public Art SPD, and this states the provision of public art will be encouraged on schemes comprising 10 or more dwellings. Where a development does not include public art provision, a financial contribution will be required in order to fund the provision of a public art scheme elsewhere in the Parish (between 1-5% of the total construction cost). In recent years, a precedent has been set whereby the Council secures public art works/contributions of around £500 per dwelling and, based on this, the Council would look to secure a public art scheme to the value of around £35,000.

Public open space – The applicant has sought to combine the open space requirements for all 3 residential developments and provide all this on Site A. There are no objections to this so long as the delivery of Site A is secured. The applicant has suggested the provision of an onsite LEAP as per the Open Space SPD requirements. The location of the LEAP and the proximity to the houses does not accord with the SPD and is not therefore considered appropriate. This would result in the off-site open space contributions being a total of £184,996.27. If Stapleford Parish Council wishes to adopt the onsite open space, a further contribution would need to

be agreed to cover the maintenance of the area. The allocation of offsite open space monies between the two Parish Councils would need to be agreed.

Community facilities – Based on the total needs of the three development sites, a total contribution of £34,992.72 is required.

Household waste receptacles – A financial contribution of around £5000 would be required to provide all units with household waste bins.

Strategic waste facility improvements – A contribution is sought from all new dwellings towards upgrading existing/providing new Household Recycling Centres. The development lies within the catchment area for Cambridge, and the Milton HRC. Based on a contribution level of £190 per household, this amounts to £12,540.

Monitoring – A contribution of £5000 would be required towards monitoring of the planning obligations.

34. **Affordable Homes** – States that the proposed total provision of 14 affordable dwellings (comprising a mix of 4 x 1 bed flats, 6 x 2 bed houses, 2 x 2 bed flats, and 2 x 3 bed houses) is acceptable.
35. **The Arts Officer** – No response received to date. Any comments received will be reported to Members in an update prior to the Committee meeting.
36. **The Sustainability Officer** – No response received to date. Any comments received will be reported to Members in an update prior to the Committee meeting.
37. **The Environmental Health Officer** – No formal response has been received to date. Any comments received will be reported to Members in an update prior to the Committee meeting.
38. **The Environmental Health Officer (Contaminated Land)** – States that the reports indicate that remedial measures are required to be incorporated into the development for the protection of human health, comprising clean soil cover in the south west, upgraded water supply pipes and for services to be fitted with clean corridors. The reports indicate further site investigation is required following the demolition of buildings and removal of on-site tanks and further groundwater and gas monitoring. The majority of this work should be carried out prior to development, but the final elements will need to be carried out in parallel with construction works. Any consent should therefore be subject to a condition to secure this.
39. **The Environmental Health Officer (Air Quality)** – States that the Air Quality Assessment indicates that the proposed development will have negligible impact on the ambient air quality near the development site and that it is unlikely national air quality objectives will be exceeded. The magnitude of change caused by the development is considered to be imperceptible in accordance with the guidelines published by Environmental Protection (2010). This guidance is not statutory and should be used with caution. Emissions attributed to vehicles, mainly fine particles and nitrogen dioxide, can impact on health and quality of life. In order to mitigate the impact and contribute towards exposure reduction of these pollutants, the applicant should be encouraged to implement residential framework travel plans and consider provision for recharging electric vehicles either within garages or associated parking area. In conclusion, air quality impacts should not preclude the granting of planning permission, but the mitigation proposed in order to minimise the effect of vehicle emissions should be secured through conditions or a S106.

40. **The Environmental Health Officer (Public Health Specialist)** – Raises no objections, stating that the submitted Health Impact Assessment has been assessed as Grade B. This meets the required standard of the HIA SPD, which states that only grades A or B are acceptable. There are concerns relating to the proximity of the dwellings to the current residential area to the west and the potential for adverse health impact due to noise affecting these residents, and the EHO should be consulted with regards to location/layout and potential noise mitigation measures.
41. **The Drainage Manager** – Raises no fundamental objections. Any surface run-off directed to the Council's Award Drain will require the prior consent of the Council's Drainage Manager. Any consent should be subject to a condition requiring a detailed surface water design.
42. **The Environmental Services Department (Waste Management)** – No response received to date. Any comments received will be reported to Members in an update prior to the Committee meeting.
43. **The Environment Agency** – Initially commented that there is insufficient information to fully assess the proposals with regards to flood risk. The FRA is incomplete. The data used to assess the site appears inappropriate. An aerial photo from 2001 shows flood water up to at least the boundary of the site. In the absence of an acceptable FRA, the Environment Agency objects to the proposal and recommends refusal.

Following the submission of additional information (the 2nd part of the FRA), the EA withdraws its objection. The proposed development area would be on existing ground levels above the 1 in 100 year plus climate change allowance modelled flood levels. The majority of the public open space would not be at risk from extreme event flooding with the possible exception of a small area in the south-eastern corner where levels are below 16.00m ODN. Any consent should be subject to conditions requiring details of surface water drainage, preventing development within the public open space area, details of any landscaping/boundary treatment of the open space, contamination investigation and remediation, details of penetrative foundation design.

44. **Anglian Water** – States that there are assets owned by Anglian Water within or close to the site that may affect the layout of the site. This should be made clear through an informative within any decision notice.
45. **The Local Highways Authority** – Objects to the application. It should be demonstrated that the proposed access provides suitable visibility splays as per manual for streets. Therefore empirical speed and volume data will be required as the LHA has concerns regarding the practicality of the proposed access location onto Aylesford Way. Visibility splays of 2.4m x 43m should be shown in full in both directions onto Aylesford Way and in a northerly direction onto Granta Terrace. 2m x 2m pedestrian visibility splays will need to be provided within the curtilage of each new space that exits directly onto the highway. A footway (preferably 2m wide) should be implemented on both sides of the carriageway within the site (which should be 5.5m wide). Details of cycle parking facilities should be provided before commencement of development. The additional access to Aylesford Way should be omitted. A larger-scale vehicle swept path drawing should be provided. An alternative to the proposed car courts should also be considered as previously these have been found not to be fully utilised by residents for parking of their vehicles. This can lead to demand for on street parking. All single garages should measure 6m x 3m internally. Parking spaces must measure 5m x 2.5m with a 6m reversing space. Any consent

should be subject to a condition requiring a traffic management plan for the construction period.

The Transport Assessment Team states that the consultants have provided traffic flow diagrams to show the predicted changes in vehicular movements. In traffic flow terms, the net changes in flow compared to existing uses are low and, in traffic operational terms, these are acceptable. Details of the proposed junction arrangements will need to be submitted to and approved in writing by the LPA. Section 1.45 of the TS discusses the narrow and constrained nature of Granta Terrace and issues of on-street parking. Section 2.13 discusses proposed parking provision associated with the development. A review of on site parking provision will need to be agreed at the reserved matters stage. The level of development falls just below the level for which a Travel Plan would normally be required (80 dwellings). However, CCC would still wish to ensure that sustainable travel patterns are established at the sites and recommends that welcome packs are made available to occupants setting out options for sustainable transport including bus and train timetables/plans, and information on local cycle networks. Sections 1.35 and 1.36 of the TS discuss existing bus stop provision and note that limited provision is made for passengers especially for eastbound services. CCC recommends the developer provides real time displays and raised kerbs at both bus stops.

46. **The County Archaeologist** – Records indicate the site lies in an area of high archaeological potential. Important remains survive on site and these would be severely damaged or destroyed by the proposed development. The site should be subject to a programme of archaeological investigation which can be required by a condition of any planning permission.
47. **The Police Architectural Liaison Officer** – States that the risk from crime and ASB is low. Stapleford has 101 recorded crimes over a 2 year period, and 17 crimes recorded in the vicinity in the past 2 years. The layout of the site achieves good surveillance of all routes and public amenity space. The parking for the terraced houses A1 & A2 is away from the front of properties. Ideally householders should be able to see their car. However, the row of parking to the east is overlooked from the front by the A2 terrace. For the parking at the other end, surveillance could be provided by the A3 and A4 flats. Parking north of A5 could suffer a lack of surveillance. A window in A5 giving an active view from occupied rooms would assist in dealing with this. All other parking is in-curtilage which is ideal from a crime reduction perspective. Provided there is good surveillance of parked vehicles throughout, the layout is acceptable from a crime reduction and community safety perspective.
48. **Cambridgeshire Fire and Rescue Service** – States that adequate provision should be made for fire hydrants by way of a Section 106 Agreement or planning condition.
49. **The County Education Officer** – No response received to date. Any comments received will be reported to Members in an update prior to the Committee meeting.

Representations by members of the public

50. Letters have been received from the owners of Nos. 5 and 7, and Firethorn in Aylesford Way, No.5 Granta Terrace and No.37 Hawthorne Road. A petition has also been submitted by Firethorn – this has been signed by the residents of Nos. 1a, 5, 6, 9, 10, 11, 15, 26, 30, 32 and 34 Aylesford Way, and No. 66 London Road. The main points raised are:

- Aylesford Way is a narrow, quiet street with quiet, older residents, and unsuitable to be joined to a new estate with children playing. It should not be used to access the site.
- There is insufficient parking on the site, and Aylesford Way is not designed for overflow parking.
- Granta Terrace is wider and already used for high volumes of traffic, and suited to take all the traffic volumes from the new estate.
- The density of dwellings is too high. The SHLAA recommends the site as suitable for 33 dwellings.
- The proposed dwellings would seriously detriment the amenities of Nos. 5, 5a and 6 Granta Terrace. The dwellings will be unsightly and result in a loss of light to these 3 properties, especially to No.5a's southerly window. These properties should be on the same build line as Nos. 5a and 6.
- The owner of No.25 Aylesford Way welcomes the development, stating the public open space adjacent to the river and provision of adequate parking are welcome and should be retained in any future application.
- Concerns regarding the position and layout of the access to the site from Aylesford Way. The proposed T-junction to the south of No.12 presents a road safety hazard in conjunction with the existing bend. Sight lines for vehicles turning right into the estate would be very poor. This could be addressed by providing the junction in place of the existing bend. It is understood this was incorporated at the pre-application stage. Have the relative merits of the different layouts been assessed?
- The application includes no information regarding how the sewage from the development will be disposed of. There are 2 small processing plants in Aylesford Way with sewers that are just adequate for the existing houses. Will sewage for the development be carried away and dealt with elsewhere?
- Aylesford Way covers a shallow sewer, which is liable to collapse with heavier traffic.
- This is the only substantial area of employment land in Stapleford and has protection from change within Policy ET/8. As Welch's are proposing to relocate to Duxford, there is no reason to suppose that any future employment use of the land would necessarily generate environmental problems. The Local Plan states that the provision and preservation of employment land in villages is a key aim. It requires applications resulting in a loss of employment to be accompanied by documentary evidence that the site is not suitable or capable of being made suitable for continued employment use, including evidence of marketing for a minimum 12 month period. Whilst there is some need for additional housing in Stapleford, this could be met by the other two applications and that no need has been established for the 44 dwellings. The provision of employment opportunities locally is highly desirable.

Material Planning Considerations

Principle of the development/loss of employment

51. The site is one of three sites within the centre of Great Shelford and Stapleford used in connection with the Welch's business. Policy ET/6 of the LDF states that the redevelopment of existing employment sites to non-employment uses within village frameworks should be resisted unless one of the following criteria is met:
- It is demonstrated that the site is inappropriate for any employment use to continue having regard to market demand. Applications should include evidence,

- to include a minimum 12 month marketing period, that the site is not suitable or capable of being made suitable for continued employment use;
- The overall benefit to the community of the proposal outweighs any adverse effect on employment opportunities and the range of available employment land and premises;
 - The existing use is generating environmental problems such as noise, pollution or unacceptable levels of traffic.
52. The redevelopment of the three sites for housing would, if considered in isolation, result in the loss of local employment and, hence, be contrary to the above policy. However, Welch's are intending to relocate to Duxford (as proposed within application reference S/1726/12/FL) and, if this application is granted, existing jobs and local employment opportunities would be protected thereby ensuring the aims of Policy ET/6 would not be compromised.
53. Paragraph 8 of this report sets out Welch's justification for the proposed relocation of the business away from their existing sites in Great Shelford and Stapleford. Officers consider that this justification forms a compelling argument for the relocation of the business, and the significant shortcomings inherent with the existing sites has long been acknowledged by the Council. In the 1993 Local Plan, the Granta Terrace site was allocated for housing, as the location of the site in a residential area was considered to generate considerable nuisance to surrounding residents, particularly from HGV movements. The redevelopment of the site for housing, together with the relocation of the firm to other sites in the District better related to the road network and away from residential areas, was considered to solve the problem. Whilst almost 20 years has lapsed since the site was allocated for residential purposes, these issues are still as applicable today.
54. No marketing of the existing sites has been undertaken and it could be argued that, to fully comply with the above policy, the existing sites should be retained for employment purposes rather than redeveloped for housing. However, the premises could only be marketed on the basis of the established use of the site, and this use has clearly been acknowledged as unsuitable and untenable within this residential area. Welch's have worked extremely hard to maintain a good relationship with surrounding residents and to keep any disturbance to a minimum, but this wouldn't necessarily be the case if the sites were operated and occupied by an alternative business of this nature.
55. Notwithstanding the above, LDF Policy ST/4 identifies Great Shelford and Stapleford as a Rural Centre and, in such locations, residential development without any limit on scheme size is acceptable in principle. The Planning Policy team has advised that less than half of the 20,000 new homes required to be provided by 2016 were completed by the end of 2011 and that development of the sites would assist in the provision of additional housing over the remainder of the plan period. In addition, the Strategic Housing Land Availability Assessment concluded that all three sites have development potential.
56. Taking the above policies into consideration, the redevelopment of the site for residential purposes is considered to be acceptable in principle, but only if Members have firstly resolved to grant planning permission for the proposed new site in Duxford (S/1726/12/FL). As the relocation of the business is essential to ensure the proposals are acceptable in planning policy terms, any approval would need to be subject to a legal agreement requiring the Duxford site to be provided in advance of any residential development coming forward. For viability reasons, it is accepted that the completion of the Duxford site in advance of any residential development may not

be achievable or reasonable, and it is therefore suggested that any legal agreement be subject to a requirement for a substantive start to be made on the Duxford site, thereby providing the Council with sufficient evidence and confidence that the company will relocate to the Duxford site. Without such controls in place, the applicants could theoretically move outside the District and benefit from a reduced level of planning obligations and it is therefore essential that the appropriate safeguards are in place to prevent this (albeit unlikely) scenario arising.

Housing density, mix, affordable housing and contributions

57. The erection of 44 dwellings on the site equates to a density of 35 dwellings per hectare, with the overall density across the three proposed residential sites amounting to 38 dwellings per hectare. The density of development therefore accords with LDF Policy HG/1, which requires residential developments to achieve an average net density of at least 30 dwellings per hectare.
58. LDF Policy HG/3 requires the provision of a minimum of 40% affordable housing for new housing development, whilst Policy HG/2 requires the following mix for the market element of schemes proposing up to 10 dwellings:
- 1 or 2 bedroom dwellings – minimum 40%
 - 3 bedrooms – approximately 25%
 - 4 bedrooms – approximately 25%
59. For larger schemes, the mix of units is intended to provide a range of accommodation, including 1 or 2 bed dwellings, having regard to economic viability, the local context of the site and the need to secure a balanced community.
60. This application relating to Site A proposes 14 affordable dwellings and 30 market houses. As stated earlier in the report, this application is intended to be considered as a package along with sites B and C (both in London Road), with a total of 66 dwellings proposed on all three sites. Across the three sites, it is proposed to provide 14 no. (21%) affordable dwellings all of which would be located on this site, due to the requirements of affordable housing providers and management issues associated with scattered sites.
61. This level of overall affordable housing provision clearly contravenes the minimum 40% requirements set out within Policy HG/3 and the Affordable Housing SPD. In accordance with the requirements of the SPD, the applicants have undertaken a viability assessment and appraisal, and the Council has appointed an independent expert to assess the viability of the four proposals. This exercise included: a) reviewing the information submitted by the applicant in respect of the residential sites; b) providing an assessment of the build and infrastructure costs associated with the relocation site; and c) providing a report to the Council with recommendations on the likely level of planning obligations achievable. The Council's consultant worked closely with the applicant to scrutinise the information which resulted in most items being agreed upon. The principal issue that could not be agreed upon is the extent to which the three residential sites should cross subsidise the relocation of the existing business. The initial view from the Council's consultant was that the three residential sites were technically viable with 40% affordable housing, as the residual land value exceeded an assumed existing use value for the sites. During negotiations the applicant explained that, due to high land costs in South Cambridgeshire, they would be unable to relocate the existing business within the District should such a high level of affordable housing provision be required. It was also explained that other finance sources (i.e. company savings) would be required to fund parts of the new facility as

figures quoted were not fully inclusive of all costs. As a result the applicant suggested that the proposal would be unviable at an affordable housing provision in excess of 12%. The Affordable Homes Team has suggested that, regardless of other material considerations, it would be unable to support a scheme that delivered less than 20% affordable housing.

62. The application relating to this site has subsequently been amended to increase the level of affordable housing provision from 12% to 21%, providing a total of 14 units. Further viability appraisals were evaluated following changes to the indicative scheme design and have been presented to the District Council. The applicant has also updated their position statement taking account of the negotiations that have since been concluded. Taking these viability considerations into account, together with the response from the Affordable Homes team advising that the number, location and mix of the proposed affordable dwellings on Site A is acceptable, officers are minded to recommend the applications be approved on the basis of delivering 14 affordable dwellings, to be secured through a Section 106 Agreement.
63. There would be 52 market properties provided across the three sites, with the following mix being proposed:
- 18 no. 1 and 2 bed dwellings (Sites A and C) – 34.6%
 - 3 no. 3-bed dwellings (Site A) – 5.8%
 - 31 no. 4+bed dwellings (Sites A and B) – 59.6%
64. Policy HG/2 explains that, for large development schemes, there can be some flexibility in the normal 40%/25%/25% ratio required on smaller sites. In this instance, the three sites are considered to achieve a good ratio of smaller 1 and 2 bed units. The number of proposed three bedroom dwellings is very low, but the applicant's agents have advised that the increase in affordable housing provision from 12% to 21% is predicated on the ability to achieve the larger type of units on the remainder of the three sites. It is argued that the sales market for private housing is at the family end of the spectrum in a location such as this, hence the proportion of larger sized units. On balance, and taking into account these factors, the overall mix of the market element of the proposal is considered to be acceptable.
65. As the most significant part of Welch's business is conducted on this site in Granta Terrace, the company would need to remain in situ until the Duxford development has been completed. As a result, it is most likely that this would be the last of the three proposed residential sites to come forward. As the affordable housing for all three sites is intended to be provided entirely on this site, it would be essential that Sites B and C be subject to a Section 106 Agreement to require the provision of a commuted sum in the event that Site A fails to come forward within an agreed timescale.

Highway safety

66. Stapleford Parish Council and a number of local residents have raised concerns regarding the highway safety implications of the proposal, and particularly regarding the suitability of Aylesford Way as a means of access to the site.
67. This outline application is solely seeking approval for the means of access at this stage. The Local Highways Authority has been consulted on the proposal and has raised no in principle objections in respect of the existing visibility splays at the top of either Granta Terrace or Aylesford Way, or to the intensification of use of Aylesford Way. The LHA objected to the originally proposed access position onto Aylesford Way, directly to the south of No.12, on the basis that, if located in this position, the

required 2.4m x 43m visibility splays would not be achievable. In response to these concerns, and in consultation with the Highways Authority, the plans have been amended to reposition the access further to the south, at the point at which Aylesford Way turns 90 degrees to the east, thereby creating a T-junction. The LHA has indicated verbally that such an arrangement would be acceptable and would resolve its concerns regarding the highway safety implications of the proposal.

68. The application indicates there would be a total of 69 parking spaces for the 44 dwellings, which equates to a ratio of 1.57 spaces per dwelling. Concerns have been raised within responses received that this would result in on-street parking problems. The Council's parking standards require the provision of a maximum average of 1.5 parking spaces per dwelling, and the number of spaces shown within the illustrative layout therefore complies with the maximum policy standards. It should also be stressed that the site is in a sustainable location, in close proximity to services and facilities within Great Shelford and Stapleford and within walking distance of a bus stop, and car ownership would not therefore be a necessity in this location. The proposed level of parking provision indicated is therefore considered to be appropriate and, in any case, would be finalised through the Reserved Matters process.
69. The County Council's Transport Assessment team has commented that limited provision is made for passengers at the existing bus stops in the vicinity of the site (on London Road), particularly for eastbound services. The County Council has recommended that real time displays and raised kerbs be provided at both bus stops, in order to encourage sustainable transport amongst residents. The required works have been calculated as equating to approximately £15,000 per bus stop and would need to be incorporated into the required legal agreement.

Design and visual impact

70. The application has been submitted following extensive pre-application discussions with Officers, with the illustrative layout being amended to address comments and concerns raised during this process.
71. The existing buildings on the site are unattractive, functional structures that date from the 1950's. The removal of these buildings and their replacement with appropriately designed dwellings, riverside walkway and area of public open space, would significantly enhance the character and appearance of the area.
72. The illustrative plan shows the provision of a layout that connects Granta Terrace to the west with Aylesford Way to the east. The northern part of the site is shown as comprising two-storey terraced and semi-detached dwellings and apartment blocks, with the scale and design of properties at this end reflecting the character within Granta Terrace, and the layout shown turning the corner into the site. At the eastern end of the site, two-storey dwellings are also proposed, with the layout designed to follow the building lines established by the dwellings to the north and east within Aylesford Way. Whilst the adjacent properties in Aylesford Way are bungalows, the two-storey scale is considered to be appropriate in principle given that the dwellings would be viewed more in the context of the development site.
73. At the southern end of the site, the illustrative layout indicates the provision of larger dwellings that would face a river walkway and area of public open space adjacent to the River Granta. Previous iterations of the proposal discussed at the pre-application stage included schemes that turned away, or were side on to, this area. The layout shown within the illustrative plans would provide an attractive outlook for future

residents of the dwellings (as well as appropriate surveillance of the open space area) and ensure that distant views of the site from across the river would be of the frontages of dwellings rather than rear gardens.

74. The Urban Design Officer has considered the submitted illustrative layout and advised the form of development indicated is appropriate.

Residential amenity

75. The site is adjoined by residential properties within Granta Terrace and Aylesford Way, as well as the rear gardens of dwellings fronting London Road. The submitted illustrative layout drawings indicate that distances of 25 metres can be achieved between opposing windows of the proposed dwellings and existing surrounding properties. Concerns have been raised by residents within Granta Terrace regarding the impact of the proposed two-storey block of apartments at the north-western edge of the site. Officers consider that the position of the units indicated, given their siting entirely in front of the front elevation of this property and directly to the south, would result in a loss of amenity to the adjacent residents. However, the layout has been submitted for illustrative purposes only, and would not be approved as part of any permission. Officers consider that this section of the site could be redesigned to address these issues without affecting the overall proposed number of dwellings.
76. The proposal would result in the removal of the existing haulage and distribution use from the site and, therefore, all HGV movements in Granta Terrace associated with the existing use would cease. Whilst the number of trips associated with the site would be anticipated to rise, given that these would be cars rather than HGV's, the use of the site for residential purposes would enhance the amenities of existing residents in Granta Terrace. Residents within Aylesford Way would experience a greater level of car traffic using the road than is presently the case, but this is not considered to give rise to an unacceptable level of harm or noise disturbance to these residents.
77. As well as the amenities of existing residents, it is also necessary to consider whether future residents of the proposed dwellings would experience a satisfactory level of amenity. Whilst no formal response has been received from the Environmental Health Officer (EHO), there have been on-going between the EHO and the applicant's consultants. The EHO has advised that the relocation of the existing industrial site and consequent environmental enhancements are generally welcomed, but that the submitted acoustic information indicates that the four plots closest to Wedd's Joinery and other industrial units at Nos.9 and 10 Granta Terrace are likely to experience excessive noise. This could result in noise complaints from future residents and, potentially, the operation from adjacent industrial units being deemed a statutory noise nuisance. The EHO has requested further clarification and information on this issue.
78. Providing the Environmental Health Officer raises no in principle objections after consideration of the additional noise impact information, it is considered that the submitted layout plan satisfactorily demonstrates that the site is capable of accommodating up to 44 dwellings without resulting in harm to the amenities of its residents or adjacent residents.

Flood risk/contamination/drainage issues

79. The southern part of the site, running parallel with the River Granta, lies within an area of high flood risk. The illustrative layout has indicated that this area would be

designated as public open space. The Environment Agency initially objected to the proposal. However, it has since transpired that this was due to the fact that part of the FRA was missing from the application submission. This information has since been provided as a result of which the EA has withdrawn its objection to the scheme, advising that the proposed development area would be on existing ground levels above the 1 in 100 year plus climate change allowance modelled flood levels, and that the majority of the public open space would not be at risk from extreme event flooding with the possible exception of a small area in the south-eastern corner where levels are below 16.00m ODN.

80. The application has been accompanied by a contamination assessment which indicates that remedial measures are required to be incorporated into the development comprising clean soil cover in the south west, upgraded water supply pipes and for services to be fitted with clean corridors. This can be controlled by planning condition.
81. Concerns have been raised by Stapleford Parish Council and local residents regarding foul and surface water drainage arrangements for the site. The Environment Agency's response has clarified that such details would need to be conditioned as part of any consent, and details agreed prior to the commencement of any development.

Ecology issues

82. The Council's Ecology Officer has advised that there is scope to provide ecological enhancements to the site by regarding the embankment adjacent to the River Granta. The applicant's agents are presently liaising with the Environment Agency in order to establish whether these suggested enhancements would be acceptable from a flood risk point of view. This is a matter of detail that could be finalised as part of any reserved matters application and it is suggested that a condition requiring a scheme of ecological enhancement be attached to any consent.

Sustainability issues

83. The application proposes that the 10% renewable energy requirements would be achieved through the use of solar panels.

Developer contributions

84. The planning statement includes an agreement to the contributions required towards the provision and maintenance of open space, community facilities, education, waste and monitoring. Whilst the statement also contends that a contribution towards public art is not required, following the response from the S106 Officer, the agents have concurred with this requirement also being incorporated into any legal agreement.
85. The site includes a proposed area of public open space adjacent to the river. The original drawings proposed the provision of a Local Equipped Area of Play within the open space. However, the indicative LEAP was located within 20 metres of dwellings and was therefore not in compliance with the relevant policy requirements. Officers are not convinced that a policy compliant LEAP could be provided. To achieve at least 9 pieces of play equipment with a 20 metre buffer would result in a long, narrow strip of play equipment directly adjacent to the river. In view of the fact that the site lies within easy walking distance of well-equipped recreation grounds within Great Shelford and Stapleford, officers consider that a compromise solution, consisting of a smaller equipped play area for younger children, should be provided on the site. The

S106 agreement could be drafted to require a LEAP but, in the event this is unachievable, the fallback position would be the provision of a smaller play area on site (consisting of 4-5 pieces of equipment) with an offsite payment representing the difference between the value of what can be accommodated on site and the total play contribution of £107,919.85.

86. The S106 Agreement would also need to include provision for improvements to the existing bus stops in London Road, as set out in paragraph 70 above.

Recommendation

87. If planning application S/1726/12/FL is approved by Members, the recommendation is one of delegated approval (subject to no objections being raised by the Environmental Health Officer and Local Highways Authority to any additional noise impact information provided and the revised access arrangement respectively), as amended by Flood Risk Assessment (Part 2) date stamped 18th September 2012, Health Impact Assessment date stamped 18th October 2012, noise impact assessment date stamped 12th November 2012, and Tree Survey and drawing numbers G003/102 Rev PL3, 103 Rev PL3, 107 Rev PL2 and 675007/120 Rev PL1 date stamped 21st November 2012. Any permission would need to be subject to the prior signing of a Section 106 Agreement in accordance with the terms set out in this report, and to the following conditions:

1. Approval of the details of the layout of the site, the scale and appearance of the development, and the landscaping (hereinafter called the “reserved matters”) shall be obtained from the Local Planning Authority in writing before any development is commenced.
(Reason – This application is in outline only.)
2. Application for the approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.
(Reason – The application is in outline only).
3. The development hereby permitted shall begin not later than the expiration of two years from the date of approval of the last of the reserved matters to be approved.
(Reason – The application is in outline only.)
4. The development hereby permitted shall be carried out in accordance with the following approved plans: 1:1250 site location plan, G003/101 Rev PL1 and 107 Rev PL2 (access only).
(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)
5. The layout shown within drawing numbers G003/102 Rev PL3 and 103 Rev PL3 is for illustrative purposes only and is not approved by this consent.
(Reason – The application is in outline only).
6. Before the occupation of any dwellings on the site, the access from the existing highway shall be laid in accordance with the approved drawings.
(Reason – In the interests of highway safety, in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

7. The access shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway, in accordance with a scheme submitted to and approved in writing by the Local Planning Authority, in accordance with a scheme submitted to and approved in writing by the Local Planning Authority.
(Reason – To prevent surface water discharging to the highway in the interests of highway safety, in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
8. No unbound material shall be used in the surface finish of the driveway within 6 metres of the highway boundary of the site.
(Reason – To avoid displacement of loose material onto the highway in the interests of highway safety, in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
9. No development shall take place until details of the following have been submitted to and approved in writing by the Local Planning Authority:

 - i) Contractors' access arrangements for vehicles, plant and personnel;
 - ii) Contractors' site storage area(s) and compounds(s);
 - iii) Parking for contractors' vehicles and contractors' personnel vehicles;

Development shall not be carried out other than in accordance with the approved details.
(Reason - In the interests of residential amenity in accordance with Policies DP/3 and DP/6 of the adopted Local Development Framework 2007.)
10. 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, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant 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.)
11. Any removal of trees, scrub or hedgerow shall not take place in the bird breeding season between 15 February and 15 July inclusive, unless a mitigation scheme for the protection of bird-nesting habitat has been previously submitted to and approved in writing by the Local Planning Authority.
(Reason - To avoid causing harm to nesting birds in accordance with their protection under the Wildlife and Countryside Act 1981 and in accordance with Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007.)
12. No development shall take place until a scheme for the final treatment and form of the river bank frontage adjacent to the River Granta has been submitted to and approved in writing by the Local Planning Authority. 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.)

13. 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.)
14. No development shall take place until a scheme for protective fencing along the ditch has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.
(Reason - To ensure no debris enters the watercourse during demolition, to prevent harm to ecological interests in accordance with Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007.)
15. During the period of construction, no power operated machinery shall be operated on the site before 0800 hours and after 1800 hours on weekdays and 1300 hours on Saturdays, nor at any time on Sundays or Bank Holidays, unless otherwise previously agreed in writing with the Local Planning Authority.
(Reason – To minimise noise disturbance to adjoining residents in accordance with Policy NE/15 of the Local Development Framework 2007.)
16. No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year critical storm inclusive of an appropriate climate change allowance will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include details of how the scheme shall be maintained and managed after completion.
(Reason - To prevent the increased risk of flooding, both on and off site, in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)
17. Prior to the commencement of any development, a scheme for the provision and implementation of foul water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved plans prior to the occupation of any part of the development or in accordance with the implementation programme agreed in writing with the Local Planning Authority.
(Reason - To reduce the risk of pollution to the water environment and to ensure a satisfactory method of foul water drainage in accordance with Policy NE/10 of the adopted Local Development Framework 2007.)
18. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any order revoking and re-enacting that Order with or without modification, the public open space area as shown hatched green within the redline application area on Drawing G003/103 Rev P1 dated 27

July 2012 (excepting the proposed residential development area) shall remain sterile with no development, including any extensions, buildings, walls and/or ground raising taking place unless otherwise agreed in writing by the Local Authority.

(Reason - To ensure the potential floodplain area is exempt from permitted development rights and prevent any increased risk of flooding that would otherwise be caused by a reduction in flood storage capacity or deflection of flood flows, in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)

19. Prior to the commencement of development, a detailed scheme for landscaping and boundary treatment of the public open space area shown hatched green within the redline application area on Drawing G003/103 Rev P1 dated 27 July 2012 (excepting the proposed residential development area) shall be submitted and agreed in writing with the Local Authority. The works/scheme shall be constructed and completed in accordance with the approved plans/specification at such time(s) as may be specified in the approved scheme.
(Reason - To ensure no ground raising, fencing or major planting will be detrimental to flood flows or flood storage capacity, in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)
20. No development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
 - a) A preliminary risk assessment which has identified: all previous uses; potential contaminants associated with those uses; a conceptual model of the site indicating sources, pathways and receptors; and potentially unacceptable risks arising from contamination at the site.
 - b) A site investigation scheme, based on (a) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 - c) The results of the site investigation and detailed risk assessment referred to in (b) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 - d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.
(Reason – To ensure that risks from land contamination and potential pollutants associated with current and previous land uses (including petrol filling station) to the future users of the land and neighbouring land are minimised, together with those to controlled waters (particularly the principal aquifer and River Granta), property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DP/1 of the adopted Local Development Framework 2007.)
21. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted

to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

(Reason – To protect and prevent the pollution of controlled waters (particularly the principal aquifer and River Granta), from potential pollutants associated with current and previous land uses (including petrol filling station), in accordance with Policy DP/1 of the adopted Local Development Framework 2007.)

22. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

(Reason – To protect and prevent the pollution of controlled waters (particularly the principal aquifer and River Granta), from potential pollutants associated with current and previous land uses (including petrol filling station), in accordance with Policy DP/1 of the adopted Local Development Framework 2007.)

23. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

(Reason – To prevent the risk of contamination to potable supplies from, for example, pollution/turbidity, risk of mobilising contamination, drilling through different aquifers and creating preferential pathways. Thus it should be demonstrated that any proposed piling will not result in contamination of groundwater, in accordance with Policy DP/1 of the adopted Local Development Framework 2007.)

24. No development shall take place until a scheme for the provision and implementation of renewable energy technologies, to provide at least 10% of the predicted energy requirements through renewable energy technology, 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 that the scheme generates at least 10% of its energy from renewable sources in accordance with Policy NE/3 of the Local Development Framework 2007.)

25. No development shall take place until a scheme for the provision and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been implemented.

(Reason - To ensure an adequate water supply is available for emergency use.)

26. No development shall take place on the application site until the implementation of a programme of archaeological work has been secured in accordance with a

written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

(Reason - To secure the provision of archaeological excavation and the subsequent recording of the remains in accordance with Policy CH/2 of the adopted Local Development Framework 2007.)

88. In the event that S/1726/12/FL is not approved by Members, the recommendation for this application is one of refusal on the grounds that, in the absence of alternative premises, the proposal would result in the loss of local employment contrary to Policy ET/6.

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

- South Cambridgeshire Local Development Framework (LDF) Development Control Policies, adopted July 2007
- South Cambridgeshire Local Development Framework (LDF) Core Strategy, adopted January 2007
- Supplementary Planning Documents: Open Space in New Developments, Trees and Development Sites, Public Art, Biodiversity, Landscape in New Developments, District Design Guide, Affordable Housing, Health Impact Assessment
- National Planning Policy Framework 2012
- Circular 11/95
- Planning File References: S/1725/12/OL, S/1727/12/OL, S/1728/12/OL, S/1726/12/FL, C/0136/54, C/0109/55, C/0225/57, C/0255/57, SC/0146/59, C0730/63, C/0724/64, S/0523/74/F, S/2208/78/EU, S/0571/93/O, S/0533/01/F and S/0862/02/F.

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

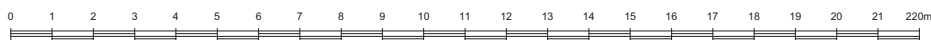
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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

5 December 2012

AUTHOR/S: Planning and New Communities Director

S/1727/12/OL – STAPLEFORD**Outline application, including means of access, for the erection of up to 8 dwellings and associated parking and landscaping following the removal of hardstanding, at 29-35 London Road for Welch's Group Holdings Ltd****Recommendation: Delegated Approval****Date for Determination: 17 October 2012****Notes:**

This application has been reported to the Planning Committee for determination as it is related to application reference S/1726/12/FL (this latter application being a Departure from the Development Plan for which the Officer recommendation is one of approval contrary to the recommendations of Duxford, Whittlesford and Ickleton Parish Councils)

Members of Committee will visit the site on Tuesday 4th December 2012.

To be presented to the Committee by Kate Wood

Site and Proposal

1. The 0.28 hectare application site is located on the north side of London Road and is one of three separate parcels of land within the centre of Great Shelford and Stapleford that are owned and used in connection with the Welch's business. The front/southern part consists of a hard surfaced area that, until recently, has been used for staff and customer parking in connection with the car sales/garage element of Welch's operation whilst the rear/northern part comprises overgrown scrub land. To the west are a pair of Edwardian two-storey red brick and slate semi-detached houses whilst, to the east, are two semi-detached 1960's brick dwellings. Beyond the northern boundary are the rear gardens of houses within Priam's Way. Directly to the front of the site is a layby and bus stop. On the opposite side of London Road to the south is the Welch's garage car sales site, either side of which are pairs of Victorian semi-detached houses.
2. The application seeks outline consent, with all matters other than the means of access reserved, for the erection of up to eight dwellings on the site. The submitted access layout plan, as amended, proposes the provision of a single centrally positioned vehicular access. This would be a 6.5 metre wide shared pedestrian and vehicular surface in a hammerhead arrangement at the end. The access would comprise 4.5 metre kerb radii and 2.4 metre x 70 metre visibility splays in both directions. The existing bus stop would be repositioned approximately 7 metres to the

west of its existing position and would be located in front of the south-western corner of the site.

3. The illustrative layout drawings indicate the provision of two pairs of semi-detached dwellings to the front, with the access road positioned centrally between them, and a terrace of four dwellings to the rear. The access is shown in a hammerhead arrangement, with parking spaces for all the dwellings accessed directly off the hammerhead and provided at a ratio of two spaces per dwelling. The Design and Access Statement suggests that the frontage dwellings would take the form of two large semi-detached villas set back from the street and following the existing building line, whilst the rear dwellings would have lower ridge lines and single-storey height eaves. It is proposed that all eight dwellings would comprise 4+ bedrooms.
4. As stated above, this site is one of three sites upon which the Welch's business is operated, and is referenced within the application as Site B. Separate applications have been submitted for residential development on the other two sites. Site A is located in Granta Terrace and is a 1.63 hectare site comprising Welch's headquarters (used for road haulage, distribution, warehousing, truck and van sales, and vehicle/crane hire) and is the subject of an outline application for 44 houses (Reference S/1725/12/OL). Site C relates to the car sales site on the opposite side of the road and is the subject of an outline application for 14 dwellings (Reference S/1728/12/OL). Welch's are proposing to relocate their entire operation to a new site in Duxford (Reference S/1726/12/FL). All applications are being considered at this Committee and it is essential that the proposals be determined and considered as a package.
5. The planning statement accompanying the application explains that Welch's currently operate on three separate sites with Great Shelford and Stapleford that are located within 100 metres of each other. They are a long-established local company (formed in 1934) and the business consists of the following elements: road haulage, distribution and warehousing; truck and van sales; crane and motor vehicle hire; and car sales. Welch's have 5 transport depots in total in the Eastern region (3 others in addition to those in Shelford and Stapleford) and employ a total of 150 people. There are approximately 75 staff at the Great Shelford and Stapleford sites, around half of which live in Sawston or Duxford.
6. The applicants have advised that the following key issues currently seriously affect their business, and that, as a result, the relocation of the business is essential to the survival of its operation in South Cambridgeshire:
 - The current access to the main haulage and distribution site is along a narrow, residential road (Granta Terrace). This road is unsuitable for 44 tonne articulated lorries, and taking this size of vehicle along a narrow residential street is becoming untenable.
 - Notwithstanding the above, the Government is reviewing existing maximum limits on vehicle sizes (European Directive 96/53/EC), which would allow an increase in trailer lengths from 13.6 to 15.7 metres. In due course, this longer length is likely to become the 'industry standard' to which all Welch's clients will require the company to comply. Such vehicles would not be able to use Granta Terrace, and this factor signals the demise of this site as a distribution location within the next three to five years.
 - The existing buildings at Granta Terrace would have been industry standard when built by Welch's in the 1950s, but are no longer fit for purpose and are

coming to the end of their economic life.

- Given the length of modern trucks, it is increasingly difficult to manoeuvre vehicles around the existing service yard, whilst avoiding other trucks and people.
- Welch's cannot simply move to any business park, allocated industrial park or brownfield site in the District. The company's objectives are: close proximity to the existing base (an absolute necessity to retaining customers and staff); close proximity to the strategic road next work (particularly the A505 and the M11); and; a bespoke, new facility, that can be designed and built to the company's own specification, to address all the problems inherent within the existing sites.
- Welch's have been looking for new premises since the early 1990s. This Council recognised this need as far back as 1993 when Granta Terrace was designated for residential use in the Local Plan, recognising Welch's difficulties and acknowledging the potential of Granta Terrace for residential use. Welch's have been trying to find this 'relocation to another site better related to the road network' for two decades. The company applied for planning permission for the redevelopment of Granta Terrace for residential use in 1993. This application was withdrawn, as Welch's could not find suitable alternative premises, and this problem has blighted the business ever since.

Planning History

7. C/0824/64 – 4 semi-detached houses and 1 detached house – approved
8. C/0624/71/D – 6 terraced houses and garages – refused
9. S/0482/75/O – 5 houses and garages – refused
10. S/1575/78/F – Use of land for car sales and parking – refused, appeal dismissed
11. S/0952/79 – Lawful development certificate for display of cars for sale and customer/staff car parking – refused – appeal dismissed
12. S/1272/82 – Car showrooms – refused
13. S/1176/85/O – Car showroom – refused
14. S/1355/90/O – Car showroom with service and stores area and first floor offices – refused. Appeal dismissed
15. S/1877/93/F – Use of site frontage for used car display and car storage at rear – refused
16. S/2045/00/O – Erection of 5 houses including 2 low cost houses – approved
17. S/1654/01/F – 8 houses – refused, appeal dismissed

Planning Policy

18. National Planning Policy Framework 2012

19. South Cambridgeshire Local Development Framework Development Control Core Strategy 2007:
ST/4: Rural Centres

20. South Cambridgeshire Local Development Framework Development Control Policies DPD, 2007:

DP/1: Sustainable Development
DP/2: Design of New Development
DP/3: Development Criteria
DP/4: Infrastructure and New Developments
DP/7: Development Frameworks
HG/1: Housing Density
HG/2: Housing Mix
HG/3: Affordable Housing
ET/6: Loss of Rural Employment to Non-Employment Uses
NE/1: Energy Efficiency
NE/3: Renewable Energy Technologies in New Development
NE/6: Biodiversity
NE/10: Foul Drainage – Alternative Drainage Systems
NE/11: Flood Risk
NE/12: Water Conservation
NE/15: Noise Pollution
NE/16: Emissions
SF/6: Public Art
SF/10: Outdoor Playspace, Informal Open Space and New Developments
SF/11: Open Space Standards
TR/1: Planning for More Sustainable Travel
TR/2: Car and Cycle Parking Standards
TR/3: Mitigating Travel Impact

21. South Cambridgeshire LDF Supplementary Planning Documents (SPD):
Open Space in New Developments – Adopted January 2009
Trees and Development Sites – Adopted January 2009
Biodiversity – Adopted July 2009
Landscape in New Developments – Adopted March 2010
District Design Guide – Adopted March 2010
Affordable Housing – Adopted March 2010

22. Circular 11/95 (The Use of Conditions in Planning Permissions) - Advises that conditions should be necessary, relevant to planning, relevant to the development permitted, enforceable, precise and reasonable in all other respects.

Consultation by South Cambridgeshire District Council as Local Planning Authority

23. **Great Shelford Parish Council** – Recommends approval, stating it has no objections as long as issues such as overlooking and overshadowing of existing houses can be dealt with at the reserved matters stage.

No objections are raised in respect of the amended plans showing the access layout, visibility splays and bus stop position. In addition, no objections have been raised to the amended noise impact assessment providing the consultants' recommendations are followed in order to protect the amenities of occupiers.

24. **Stapleford Parish Council** – States that it has considered in detail the applications submitted by Welch’s Group Holdings Ltd in respect of the sites at 29-35 and 32 London Road, and Granta Terrace, and recommends outline planning permission is approved for all three sites. Arising from the three applications, the Parish Council has raised a number of points which are listed below:
1. The Council has concerns over the ease of access onto London Road from both Granta Terrace and Aylesford Way.
 2. The Council wishes to question whether the visibility splay at the top of Granta Terrace is adequate?
 3. Overall safety would be improved by the introduction of interactive flashing signs on London Road, which will encourage drivers to slow down and think about pedestrians, cyclists etc.
 4. The need for a road crossing close to Dolphin Way should be considered as this is the most immediate route that will be used by parents, carers and children from the Granta Terrace site when heading to Stapleford primary school.
 5. Council expressed concerns about the position of the bus stop in the vicinity of 29-35 London Road. However, the amended proposal (dated 16 October 2012) covering access layout, visibility splays and the bus stop position (Fig SK51B) is a distinct improvement. Council has recommended approval of this amendment.
 6. The Council is aware that a number of residents from Aylesford Way have objected to provision of access via Aylesford Way. One of their concerns is that the road surface is not designed for heavy flows of traffic and the sewer is shallow. This is in contrast to Granta Terrace, which has been reconstructed at some point to cope with HGV’s etc. in the light of these comments, it would be helpful to know what the Highways Department’s view is on this issue.

At the public session of the Parish Council meeting, one resident raised concerns that Policy ET/8 states that employment sites should be retained for employment and not redesignated for housing. This was also a recommendation that arose in Stapleford’s Parish Plan. The Parish Council considered this point but overall felt that the village benefits more from the planned developments and the improved traffic conditions, and that this outweighs the loss of potential employment in the village. The Council also recognises that the jobs are staying in the local area, as the site at Duxford is only 3 miles away.

25. **The Urban Design Officer** – Recommends approval, stating that the proposals are appropriately integrated with the existing adjacent developments, and the site planning maximises the site opportunities to create a coherent development that reinforces the street frontage. The proposed access is appropriate. The building massing and form illustrated, namely 2 storey residential development, is also acceptable and in keeping with its neighbours. The proposed frontage properties do not respect the building frontage alignment each is adjacent to, and further development must respect the existing neighbours, with the new access road acting as the divide between alignments.
26. **The Trees and Landscape Officer** – Raises no objections, stating that the site has trees further back into the site, with the immediate street scene being very hard in context. It is acknowledged trees would need to be removed. Tree protection measures need to be installed prior to any demolition on site. It is important that there is a robust landscaping scheme which includes trees that in their maturity will be 10-15 metres high and be accommodated within the infrastructure and provided with a rooting environment that will promote establishment and development for the longevity of the trees.

27. **The Landscape Design Officer** – No response received to date. Any comments received will be reported to Members in an update prior to the Committee meeting.
28. **The Ecology Officer** – Raises no objections subject to a condition to control vegetation removal during the bird nesting season.
29. **Planning Policy** – The sites are generally suitable for residential development having regard to the LDF and national policy guidance. There is a need for additional housing in the District and a large unmet need for affordable housing which the development of these sites could partly address. Policy ST/2 states that provision will be made for 20,000 new homes to 2016. There were 9,285 completions to 31 March 2011, and the development of these sites would assist the provision of additional housing over the remainder of the plan period. Policy ST/4 identifies Shelford and Stapleford as a sustainable settlement for development and redevelopment within village frameworks without any scheme size limit. If the business was not relocating locally, redevelopment for housing would be contrary to policy. The relocation of the business to Duxford would protect local employment opportunities and add to the range of available local land and premises. There is also evidence that the operation of their existing business in the midst of a residential area is capable of generating a range of environmental problems and, if operated by another business, could generate similar or worse problems for local residents. As the relocation of the business is so important to make the proposal acceptable in planning policy terms, the development of the Duxford site should precede that of the residential sites and be secured by condition or legal agreement. The applications should also be considered as a package and determined at the same time.

The SHLAA Assessments of these sites conclude they have development potential and have therefore been included as development options in the Issues and Options document.

30. **Section 106 Officer** – Comments as follows in respect of the contributions that appear likely to be required having regard to the indicative housing number and mix. It should be noted that the recommendation of the s106 officer is that any section 106 agreement should include a formula mechanism for calculating the necessary contributions at the submission of each reserved matters application (the application before committee is outline only and is not specific as to the housing number and mix).

Education – these figures vary depending on the affordable housing tenure but a good assumption to work on is a total contribution for pre-school and primary school being in the region of £220,000 - £225,000.

Public Art – The statements submitted with the applications comment that a contribution is not necessary as this is not required by Policy SF/6. In January 2009, the Council adopted the Public Art SPD, and this states the provision of public art will be encouraged on schemes comprising 10 or more dwellings. Where a development does not include public art provision, a financial contribution will be required in order to fund the provision of a public art scheme elsewhere in the Parish (between 1-5% of the total construction cost). In recent years, a precedent has been set whereby the Council secures public art works/contributions of around £500 per dwelling and, based on this, the Council would look to secure a public art scheme to the value of around £35,000.

Public open space – The applicant has sought to combine the open space requirements for all 3 residential developments and provide all this on Site A. There

are no objections to this so long as the delivery of Site A is secured. The applicant has suggested the provision of an onsite LEAP as per the Open Space SPD requirements. The location of the LEAP and the proximity to the houses does not accord with the SPD and is not therefore considered appropriate. This would result in the off site open space contributions being a total of £184,996.27. If Stapleford Parish Council wishes to adopt the onsite open space, a further contribution would need to be agreed to cover the maintenance of the area. The allocation of offsite open space monies between the two Parish Councils would need to be agreed.

Community facilities – Based on the total needs of the three development sites, a total contribution of £34,992.72 is required.

Household waste receptacles – A financial contribution of around £5000 would be required to provide all units with household waste bins.

Strategic waste facility improvements – A contribution is sought from all new dwellings towards upgrading existing/providing new Household Recycling Centres. The development lies within the catchment area for Cambridge, and the Milton HRC. Based on a contribution level of £190 per household, this amounts to £12,540.

Monitoring – A contribution of £5000 would be required towards monitoring of the planning obligations.

Affordable Homes – States that the proposed total provision of 14 affordable dwellings [on Site A] (comprising a mix of 4 x 1 bed flats, 6 x 2 bed houses, 2 x 2 bed flats, and 2 x 3 bed houses) is acceptable.

The Environmental Health Officer – No formal response has been received to date. However, the EHO has advised verbally that, following the submission of a noise impact assessment, there are no in principle objections, subject to the imposition of conditions, including a noise insulation scheme to protect the dwellings from London Road traffic noise. Members will be advised of the recommended conditions in an update prior to the Committee meeting.

The Environmental Health Officer (Contaminated Land) – States that the main issue relates to the protection of human health. The submitted reports indicate remedial measures are required to be incorporated into the development, with the work being carried out during, rather than prior to, development. Any permission should be subject to a condition requiring works to be carried out in accordance with submitted reports and remediation strategy prior to occupation of the development.

30. **The Environmental Health Officer (Air Quality)** – States that the Air Quality Assessment indicates that the proposed development will have negligible impact on the ambient air quality near the development site and that it is unlikely national air quality objectives will be exceeded. The magnitude of change caused by the development is considered to be imperceptible in accordance with the guidelines published by Environmental Protection (2010). This guidance is not statutory and should be used with caution. Emissions attributed to vehicles, mainly fine particles and nitrogen dioxide, can impact on health and quality of life. In order to mitigate the impact and contribute towards exposure reduction of these pollutants, the applicant should be encouraged to implement residential framework travel plans and consider provision for recharging electric vehicles either within garages or associated parking area. In conclusion, air quality impacts should not preclude the granting of planning permission, but the mitigation proposed in order to minimise the effect of vehicle emissions should be secured through conditions or a S106.

31. ***The Drainage Manager*** – Expresses concern that the proposed method of surface water disposal is to the foul public sewer. A suitable surface drainage outfall must be identified, as infiltration suds do not appear to be suitable for the site. If no outlet can be identified, would wish to object to the application.
32. ***The Environmental Services Department (Waste Management)*** – No response received to date. Any comments received will be reported to Members in an update prior to the Committee meeting.
33. ***The Environment Agency*** – States that discharging surface water to the public foul sewer would not be acceptable as it may exacerbate surging of the foul sewer network and sewage treatment works. A sustainable method of surface water drainage must therefore be approved prior to commencement of any development.
34. ***The Local Highways Authority*** – A drawing showing 2.4m x 70m visibility splays is required. 2m x 2m visibility splays to each access are also required. Additional conditions should require the access to be constructed to avoid surface water draining onto the highway, the access to be constructed from a bound material, and to require a traffic management plan during the construction period.
35. ***The County Archaeologist*** – Raises no objections, stating that archaeological works would not be necessary.
36. ***The County Education Officer*** – No response received to date. Any comments received will be reported to Members in an update prior to the Committee meeting.

Representations by members of the public

37. Letters of objection have been received from the owners of Nos.25 and 27 London Road, the purchaser of No.37 London Road, and the owner of No.47 Priam's Way. These letters raise the following points of concern:
 - The windows in the side of No.27 facing the site all have clear glass and serve bedrooms.
 - There appears to be a discrepancy in the plans regarding the bus stop location – this needs to be clarified.
 - The proposed rear dwellings would be very close to the boundary with No.47 Priam's Way. An adequate screening fence should be erected but the dwellings should ideally be moved further away.
 - If the large tree on the site is removed, it should be replaced with another tree.
 - Any revision to the positioning of the houses or first floor side windows could result in overlooking of No.37 London Road to the east.

Material Planning Considerations

Principle of the development/loss of employment

38. The site is one of three sites within the centre of Great Shelford and Stapleford used in connection with the Welch's business. Policy ET/6 of the LDF states that the redevelopment of existing employment sites to non-employment uses within village frameworks should be resisted unless one of the following criteria is met:
 - It is demonstrated that the site is inappropriate for any employment use to continue having regard to market demand. Applications should include evidence,

- to include a minimum 12 month marketing period, that the site is not suitable or capable of being made suitable for continued employment use;
- The overall benefit to the community of the proposal outweighs any adverse effect on employment opportunities and the range of available employment land and premises;
 - The existing use is generating environmental problems such as noise, pollution or unacceptable levels of traffic.
39. The redevelopment of the three sites for housing would, if considered in isolation, result in the loss of local employment and, hence, be contrary to the above policy. However, Welch's are intending to relocate to Duxford (as proposed within application reference S/1726/12/FL) and, if this application is granted, existing jobs and local employment opportunities would be protected thereby ensuring the aims of Policy ET/6 would not be compromised.
40. Paragraph 6 of this report sets out Welch's justification for the proposed relocation of the business away from their existing sites in Great Shelford and Stapleford. Officers consider that this justification forms a compelling argument for the relocation of the business, and the significant shortcomings inherent within the existing sites has long been acknowledged by the Council. In the 1993 Local Plan, the Granta Terrace site was allocated for housing, as the location of the site in a residential area was considered to generate considerable nuisance to surrounding residents, particularly from HGV movements. The redevelopment of the site for housing, together with the relocation of the firm to other sites in the District better related to the road network and away from residential areas, was considered to solve the problem. Whilst almost 20 years has lapsed since the site was allocated for residential purposes, these issues are still as applicable today.
41. No marketing of the existing sites has been undertaken and it could be argued that, to fully comply with the above policy, the existing sites should be retained for employment purposes rather than redeveloped for housing. However, the premises could only be marketed on the basis of the established use of the site, and this use has clearly been acknowledged as unsuitable and untenable within this residential area. Welch's have worked extremely hard to maintain a good relationship with surrounding residents and to keep any disturbance to a minimum, but this wouldn't necessarily be the case if the sites were operated and occupied by an alternative business of this nature.
42. Notwithstanding the above, LDF Policy ST/4 identifies Great Shelford and Stapleford as a Rural Centre and, in such locations, residential development without any limit on scheme size is acceptable in principle. The Planning Policy team has advised that less than half of the 20,000 new homes required to be provided by 2016 were completed by the end of 2011 and that development of the sites would assist in the provision of additional housing over the remainder of the plan period. In addition, the Strategic Housing Land Availability Assessment concluded that all three sites have development potential.
43. Taking the above policies into consideration, the redevelopment of the site for residential purposes is considered to be acceptable in principle, but only if Members have firstly resolved to grant planning permission for the proposed new site in Duxford (S/1726/12/FL). As the relocation of the business is essential to ensure the proposals are acceptable in planning policy terms, any approval would need to be subject to a legal agreement requiring the Duxford site to be provided in advance of any residential development coming forward. For viability reasons, it is accepted that the completion of the Duxford site in advance of any residential development may not

be achievable or reasonable, and it is therefore suggested that any legal agreement be subject to a requirement for a substantive start to be made on the Duxford site, thereby providing the Council with sufficient evidence and confidence that the company will relocate to the Duxford site. Without such controls in place, the applicants could theoretically move outside the District and benefit from a reduced level of planning obligations and it is therefore essential that the appropriate safeguards are in place to prevent this (albeit unlikely) scenario arising.

Housing density, mix, affordable housing and contributions

44. The erection of 8 dwellings on the site equates to a density of 29 dwellings per hectare, with the overall proposed density across the three proposed residential sites amounting to 38 dwellings per hectare. The density of development therefore accords with LDF Policy HG/1, which requires residential developments to achieve an average net density of at least 30 dwellings per hectare.
45. LDF Policy HG/3 requires the provision of a minimum of 40% affordable housing for new housing development, whilst Policy HG/2 requires the following mix for the market element of schemes proposing up to 10 dwellings:
- 1 or 2 bedroom dwellings – minimum 40%
 - 3 bedrooms – approximately 25%
 - 4 bedrooms – approximately 25%

For larger schemes, the mix of units is intended to provide a range of accommodation, including 1 or 2 bed dwellings, having regard to economic viability, the local context of the site and the need to secure a balanced community.

46. The application relating to Site B proposes 8 x 4-bedroom market dwellings. As stated earlier in the report, this application is intended to be considered as a package along with sites A (Granta Terrace) and C (London Road), with a total of 66 dwellings proposed on all three sites. Across the three sites, it is proposed to provide 14 no. (21%) affordable dwellings, all of which would be located on Site A, due to the requirements of affordable housing providers and management issues associated with scattered sites.
47. This level of overall affordable housing provision clearly contravenes the minimum 40% requirements set out within Policy HG/3 and the Affordable Housing SPD. In accordance with the requirements of the SPD, the applicants have undertaken a [confidential] viability assessment and appraisal, and the Council has appointed an independent expert to assess the viability of the four proposals. This exercise included: a) reviewing the information submitted by the applicant in respect of the residential sites; b) providing an assessment of the build and infrastructure costs associated with the relocation site; and c) providing a report to the Council with recommendations on the likely level of planning obligations achievable. The Council's consultant worked closely with the applicant to scrutinise the information which resulted in most items being agreed upon. The principal issue that could not be agreed upon is the extent to which the three residential sites should cross subsidise the relocation of the existing business. The initial view from the Council's consultant was that the three residential sites were technically viable with 40% affordable housing, as the residual land value exceeded an assumed existing use value for the sites. During negotiations the applicant explained that, due to high land costs in South Cambridgeshire, they would be unable to relocate the existing business within the District should such a high level of affordable housing provision be required. It was also explained that other finance sources (i.e. company savings) would be required to

fund parts of the new facility as figures quoted were not fully inclusive of all costs. As a result the applicant suggested that the proposal would be unviable at an affordable housing provision in excess of 12%. The Affordable Homes Team has suggested that, regardless of other material considerations, it would be unable to support a scheme that delivered less than 20% affordable housing.

48. The application relating to Site A has subsequently been amended to increase the level of affordable housing provision from 12% to 21%, providing a total of 14 units. Further viability appraisals were evaluated following changes to the indicative scheme design and have been presented to the District Council. The applicant has also updated their position statement taking account of the negotiations that have since been concluded. Taking these viability considerations into account, together with the response from the Affordable Homes team advising that the number, location and mix of the proposed affordable dwellings on Site A is acceptable, Officers are minded to recommend the applications be approved on the basis of delivering 14 affordable dwellings, to be secured through a Section 106 Agreement.
49. There would be 52 market properties provided across the three sites, with the following mix being proposed:
- 18 no. 1 and 2 bed dwellings (Sites A and C) – 34.6%
 - 3 no. 3-bed dwellings (Site A) – 5.8%
 - 31 no. 4+bed dwellings (Sites A and B) – 59.6%
50. Policy HG/2 explains that, for large development schemes, there can be some flexibility in the normal 40%/25%/25% ratio required on smaller sites. In this instance, the three sites are considered to achieve a good ratio of smaller 1 and 2 bed units. The number of proposed three bedroom dwellings is very low, but the applicant's agents have advised that the increase in affordable housing provision from 12% to 21% is predicated on the ability to achieve the larger type of units on the remainder of the three sites. It is argued that the sales market for private housing is at the family end of the spectrum in a location such as this, hence the proportion of larger sized units. On balance, and taking into account these factors, the overall mix of the market element of the proposal is considered to be acceptable.
51. As the most significant part of Welch's business is conducted on the Granta Terrace site (Site A), the company would need to remain on this site until the Duxford development has been completed. As a result, it is most likely that this would be the last of the three proposed residential sites to come forward. As the affordable housing for all three sites is intended to be provided entirely on Site A, it would be essential that Sites B and C be subject to a Section 106 Agreement to require the provision of a commuted sum in the event that Site A fails to come forward within an agreed timescale.
52. As this scheme proposes 8 dwellings, there would be no formal requirement for any on-site provision of public open space. For the sake of clarification, however, it is proposed that the public open space requirements associated with all three sites be accommodated entirely within Site A.

Highway safety

53. Stapleford Parish Council has raised concerns regarding the highway safety implications of the proposal, requesting that consideration be given to the introduction of flashing signs and an additional pedestrian crossing near to Dolphin Way.

54. This outline application is solely seeking approval for the means of access at this stage. The Local Highways Authority has been consulted on the proposal and has raised no objections to the highway safety implications of the proposal, with the access layout drawing being amended to show the requested 2.4 metre x 70 metre visibility splays in their entirety. The application is therefore considered acceptable from a highway safety perspective without any need or requirement for the provision of additional safety measures in the area.
55. There was some discrepancy in the originally submitted drawings, which appeared to indicate the existing bus stop would be relocated to the front of Nos. 25 and 27 London Road. This has been rectified and the drawings amended to show the bus stop would be relocated within the existing layby area and positioned directly to the front of the application site.

Design and visual impact

56. The application has been submitted following extensive pre-application discussions with Officers, with the illustrative layout being amended to address comments and concerns raised during this process. The illustrative plan shows the provision of two pairs of semi-detached dwellings to the front of the site, either side of the centrally positioned access, with a terrace of four properties to the rear, set back 25 metres away from the rear of the frontage units. It is suggested that the rear units would have low eaves and lower ridge heights than the frontage dwellings with first-floor rooms accommodated in the roof-space and lit by dormer windows/roof lights.
57. In order to accommodate 8 dwellings on the site, a tandem form of development is proposed. Generally, this form of development is not characteristic of the immediate area. However, there are clear views across the site of the rear of dwellings within Priam's Way and there is therefore a developed rather than open backdrop to the site. The principle of erecting dwellings within this location is therefore considered to be acceptable.
58. The Urban Design Officer has considered the submitted illustrative layout and advised the form of development indicated is appropriate.

Residential amenity

59. The site is adjoined by residential properties to the east and west, with the latter property having a number of bedroom windows in its east elevation looking towards the site.
60. In the history section, above, reference is made to a scheme proposing 8 dwellings on the site that was refused and then dismissed at appeal in 2001. This scheme proposed to retain the existing car park to the front of the site and to erect a terrace of large two-storey properties set approximately 25 metres back from the frontage of the site and extending across the entire width of the site. This was refused (and dismissed) partly due to the impact on the amenities of the residents on both sides of the site by reason of overshadowing and overbearing. This scheme was very different to the current proposal, as the dwellings were higher, some 15 metres further forward and closer to the side boundaries than the rear terrace indicated within the current illustrative layout. The refused scheme was therefore significantly closer to the main rear windows and private garden areas of both adjacent dwellings.
61. Whilst the illustrative layout indicates a back-to back distance of 25 metres between the front and rear dwellings, the distance to the rear of Nos.27 and 37 London Road

would only be approximately 15 metres and 22 metres respectively. Within any detailed or reserved matters plans, great care would need to be taken to ensure that any first floor openings would not result in an unacceptable degree of overlooking of these neighbouring dwellings main private garden areas and rear windows. The layout indicates that the rear terrace would be sited in close proximity (approximately 8 metres) to the rear boundary of the site. However, the adjacent properties in Priam's Way have approximately 40 metre rear garden depths and the distance between any first floor rear openings would therefore comfortably comply with the District Design Guide recommendations (of a minimum 25 metre distance).

62. As well as the amenities of existing residents, it is also necessary to consider whether residents of the proposed dwellings would experience a satisfactory level of amenity. The application has been accompanied by a noise impact report that assesses the impact of road noise on future residents and concludes that such noise can be mitigated by installing appropriate ventilation and enhanced glazing.
63. It is considered that the submitted layout plan satisfactorily demonstrates that the site is capable of accommodating up to 8 dwellings in principle without resulting in harm to the character of the area, highway safety or amenities of adjacent residents.

Contamination/drainage issues

64. The application has been accompanied by a contamination assessment which indicates that remedial measures are required to be incorporated into the development comprising clean soil cover, upgraded water supply pipes and for services to be fitted with clean corridors. This will need to be carried out during rather than prior to development. A condition requiring the remediation strategy to be implemented prior to occupation should therefore be added to any permission.
65. The application proposes that surface water would be discharged to the public foul sewer. Both the Environment Agency and Council's Drainage Manager have raised objections to this aspect of the proposal. A condition would therefore need to be added to any consent to ensure that an acceptable surface water drainage scheme is provided prior to the commencement of any development on the site.

Ecology issues

66. The application has been accompanied by a Phase 1 Habitat Survey which concludes that the site is of low ecological importance, but that the ash tree could provide a suitable habitat for nesting birds, and should therefore only be removed outside the nesting season. The Trees Officer has raised no in principle objections to the loss of this tree (subject to the imposition of a landscaping condition), whilst the Council's Ecology Officer also has no objections subject to a condition to control vegetation removal during the nesting season.

Sustainability issues

67. The application proposes that the 10% renewable energy requirements would be achieved through the use of solar panels.

Developer contributions

68. The planning statement includes an agreement to the contributions required towards the provision and maintenance of open space, community facilities, education, waste and monitoring. Whilst the statement also contends that a contribution towards public

art is not required, following the response from the S106 Officer, the agents have concurred with this requirement also being incorporated into any legal agreement.

Recommendation

69. If planning application S/1726/12/FL is approved by Members, the recommendation is one of delegated approval, as amended by tree survey date stamped 19th September 2012; drawing number SK51B date stamped 16th October 2012; noise impact assessment date stamped 12th November 2012; and drawing numbers G003/102 Rev PL3 and 104 Rev PL2 date stamped 21st November 2012. Any approval would need to be subject to the prior signing of a Section 106 Agreement, in accordance with the terms set out in this report, and to the following conditions:
1. Approval of the details of the layout of the site, the scale and appearance of the development, and the landscaping (hereinafter called the “reserved matters”) shall be obtained from the Local Planning Authority in writing before any development is commenced.
(Reason – This application is in outline only.)
 2. Application for the approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.
(Reason – The application is in outline only.)
 3. The development hereby permitted shall begin not later than the expiration of two years from the date of approval of the last of the reserved matters to be approved.
(Reason – The application is in outline only.)
 4. The development hereby permitted shall be carried out in accordance with the following approved plans: 1:1250 site location plan, G003/101 Rev PL1 and SK51B.
(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)
 5. The layout shown within drawing numbers G003/102 Rev PL3 and 104 Rev PL2 is for illustrative purposes only and is not approved by this consent.
(Reason – The application is in outline only.)
 6. Before the occupation of any dwellings on the site, the access from the existing highway shall be laid in accordance with the approved drawings.
(Reason – In the interests of highway safety, in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
 7. The access shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway, in accordance with a scheme submitted to and approved in writing by the Local Planning Authority, in accordance with a scheme submitted to and approved in writing by the Local Planning Authority.
(Reason – To prevent surface water discharging to the highway in the interests of highway safety, in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
 8. No unbound material shall be used in the surface finish of the driveway within 6 metres of the highway boundary of the site.

(Reason – To avoid displacement of loose material onto the highway in the interests of highway safety, in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

9. No development shall take place until details of the following have been submitted to and approved in writing by the Local Planning Authority:
 - i) Contractors' access arrangements for vehicles, plant and personnel;
 - ii) Contractors' site storage area(s) and compounds(s);
 - iii) Parking for contractors' vehicles and contractors' personnel vehicles;Development shall not be carried out other than in accordance with the approved details.

(Reason - In the interests of residential amenity in accordance with Policies DP/3 and DP/6 of the adopted Local Development Framework 2007.)
10. 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, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant 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.)
11. Any removal of trees, scrub or hedgerow shall not take place in the bird breeding season between 15 February and 15 July inclusive, unless a mitigation scheme for the protection of bird-nesting habitat has been previously submitted to and approved in writing by the Local Planning Authority.

(Reason - To avoid causing harm to nesting birds in accordance with their protection under the Wildlife and Countryside Act 1981 and in accordance with Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007.)
12. During the period of construction, no power operated machinery shall be operated on the site before 0800 hours and after 1800 hours on weekdays and 1300 hours on Saturdays, nor at any time on Sundays or Bank Holidays, unless otherwise previously agreed in writing with the Local Planning Authority.

(Reason – To minimise noise disturbance to adjoining residents in accordance with Policy NE/15 of the Local Development Framework 2007.)
13. Prior to the commencement of any development, a noise insulation scheme for the dwellings shall be submitted to and approved in writing by the Local Planning Authority, and the development shall be completed in accordance with the approved details.

(Reason – To minimise noise disturbance to future residents of the dwellings in accordance with Policy NE/15 of the Local Development Framework 2007.)
14. Prior to the commencement of any development, a scheme for the provision and implementation of sustainable surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented and subsequently maintained in accordance with the timing/phasing

arrangements embodied within the scheme, or within any other period as may subsequently be agreed in writing by the Local Planning Authority.
(Reason - To ensure a satisfactory method of surface water drainage and prevent flooding and surging of the sewerage system in accordance with Policies DP/3 and NE/11 of the adopted Local Development Framework 2007.)

15. The development hereby permitted shall not be occupied until:

- a) The works specified in the MLM Remediation Strategy & Verification Plan July 2012 for this site have been completed, and a validation report submitted to and approved in writing by the Local Planning Authority, in accordance with the approved scheme.
- b) If, during remediation works, any contamination is identified that has not been considered in the remediation method statement, then remediation proposals for this material should be agreed in writing by the Local Planning Authority, and the remediation strategy implemented in accordance with the approved scheme.

(Reason – To ensure that risks from land contamination and potential pollutants to the future users of the land and neighbouring land are minimised, together with those to controlled waters (particularly the principal aquifer and River Granta), property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DP/1 of the adopted Local Development Framework 2007.)

70. In the event that S/1726/12/FL is not approved by Members, the recommendation for this application is one of refusal on the grounds that, in the absence of alternative premises, the proposal would result in the loss of local employment contrary to Policy ET/6.

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

- South Cambridgeshire Local Development Framework (LDF) Development Control Policies, adopted July 2007
- South Cambridgeshire Local Development Framework (LDF) Core Strategy, adopted January 2007
- Supplementary Planning Documents: Open Space in New Developments, Trees and Development Sites, Biodiversity, Landscape in New Developments, District Design Guide, Affordable Housing
- National Planning Policy Framework 2012
- Circular 11/95
- Planning File References: S/1727/12/OL, S/1725/12/OL, S/1728/12/OL, S/1726/12/FL, C/0824/64, C/0624/71/D, S/0482/75/O, S/1575/78/F, S/0952/79, S/1272/82, S/1176/85/O, S/1355/90/O, S/1877/93/F, S/2045/00/O, S/1654/01/F.

Case Officer: Lorraine Casey – Senior Planning Officer
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South
Cambridgeshire
District Council

Planning Dept - South Cambridgeshire DC



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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

5 December 2012

AUTHOR/S: Planning and New Communities Director

S/1728/12/OL – GREAT SHELFORD**Outline application, including means of access, for the erection of up to 14 dwellings and associated parking and landscaping following the demolition of existing buildings and removal of hardstanding, at 32 London Road for Welch's Group Holdings Ltd****Recommendation: Delegated Approval****Date for Determination: 21 November 2012****Major Development****Notes:**

This application has been reported to the Planning Committee for determination as it is related to application reference S/1726/12/FL (this latter application being a Departure from the Development Plan for which the Officer recommendation is one of approval contrary to the recommendations of Duxford, Whittlesford and Ickleton Parish Councils)

Members of Committee will visit the site on Tuesday 4th December 2012.

To be presented to the Committee by Kate Wood

Site and Proposal

1. The 0.22 hectare application site is located on the south side of London Road and is one of three separate parcels of land within the centre of Great Shelford and Stapleford that are owned and used in connection with the Welch's business. The site is occupied by a single-storey (approximately 5 metre high) brick building with a mansard style profiled metal roof and canopy to the front. It is used for a motor dealership and external car sales with a vehicle workshop to the rear. To the east and west of the site are pairs of two-storey semi-detached Victorian dwellings. To the south, beyond a 2 metre high fence forming the rear boundary, the land backs onto Granta Terrace, a narrow, private road with a row of two-storey properties along its southern side. On the opposite side of London Road to the north is a parcel of land that is currently fenced off and historically been used for associated customer and staff parking.
2. The application seeks outline consent, with all matters other than the means of access reserved, for the erection of up to fourteen dwellings on the site. The submitted access layout plan, as amended, proposes the provision of a single centrally positioned vehicular access. This would be a 6.5 metre wide shared pedestrian and vehicular surface in a hammerhead arrangement at the end. The access would comprise 4.5 metre kerb radii and 2.4 metre x 70 metre visibility splays in both directions.

3. The illustrative layout drawings indicate the provision of two apartment blocks to the front, designed in a semi-detached plan form, with the access road positioned centrally between them, and a terraced apartment block to the rear. The access is shown in a hammerhead arrangement, with parking spaces for all the dwellings accessed directly off the hammerhead and provided at a ratio of one space per dwelling. The Design and Access Statement suggests that the frontage dwellings would take the form of two large semi-detached traditionally styled villas set back from the street and following the existing building line, whilst the rear dwellings would have lower ridge lines and single-storey height eaves. It is proposed that the dwellings would comprise a mix of 4 no. 1 bed and 10 no. 2-bed apartments.
4. As stated above, this site is one of three sites upon which the Welch's business is operated, and is referenced within the application as Site C. Separate applications have been submitted for residential development on the other two sites. Site A is located in Granta Terrace and is a 1.63 hectare site comprising Welch's headquarters (used for road haulage, distribution, warehousing, truck and van sales, and vehicle/crane hire) and is the subject of an outline application for 44 houses (Reference S/1725/12/OL). Site B relates to the car parking area on the opposite side of the road and is the subject of an outline application for 8 dwellings (Reference S/1727/12/OL). Welch's are proposing to relocate their entire operation to a new site in Duxford (Reference S/1726/12/FL). All applications are being considered at this Committee and it is essential that the proposals be determined and considered as a package.
5. The planning statement accompanying the application explains that Welch's currently operate on three separate sites with Great Shelford and Stapleford that are located within 100 metres of each other. They are a long-established local company (formed in 1934) and the business consists of the following elements: road haulage, distribution and warehousing; truck and van sales; crane and motor vehicle hire; and car sales. Welch's have 5 transport depots in total in the Eastern region (3 others in addition to those in Shelford and Stapleford) and employ a total of 150 people. There are approximately 75 staff at the Great Shelford and Stapleford sites, around half of which live in Sawston or Duxford.
6. The applicants have advised that the following key issues currently seriously affect their business, and that, as a result, the relocation of the business is essential to the survival of its operation in South Cambridgeshire:
 - The current access to the main haulage and distribution site is along a narrow, residential road (Granta Terrace). This road is unsuitable for 44 tonne articulated lorries, and taking this size of vehicle along a narrow residential street is becoming untenable.
 - Notwithstanding the above, the Government is reviewing existing maximum limits on vehicle sizes (European Directive 96/53/EC), which would allow an increase in trailer lengths from 13.6 to 15.7 metres. In due course, this longer length is likely to become the 'industry standard' to which all Welch's clients will require the company to comply. Such vehicles would not be able to use Granta Terrace, and this factor signals the demise of this site as a distribution location within the next three to five years.
 - The existing buildings at Granta Terrace would have been industry standard when built by Welch's in the 1950s, but are no longer fit for purpose and are coming to the end of their economic life.

- Given the length of modern trucks, it is increasingly difficult to manoeuvre vehicles around the existing service yard, whilst avoiding other trucks and people.
- Welch's cannot simply move to any business park, allocated industrial park or brownfield site in the District. The company's objectives are: close proximity to the existing base (an absolute necessity to retaining customers and staff); close proximity to the strategic road next work (particularly the A505 and the M11); and; a bespoke, new facility, that can be designed and built to the company's own specification, to address all the problems inherent within the existing sites.
- Welch's have been looking for new premises since the early 1990s. This Council recognised this need as far back as 1993 when Granta Terrace was designated for residential use in the Local Plan, recognising Welch's difficulties and acknowledging the potential of Granta Terrace for residential use. Welch's have been trying to find this 'relocation to another site better related to the road network' for two decades. The company applied for planning permission for the redevelopment of Granta Terrace for residential use in 1993. This application was withdrawn, as Welch's could not find suitable alternative premises, and this problem has blighted the business ever since.

Planning History

7. C/0417/57 – Extension of showroom and office to commercial garage – approved
8. C/0111/64 – Erection of paint preparation shop for motor vehicles – refused
9. S/0697/84/F – Petrol canopy – approved
10. S/0892/91/F – Extension for service bays – refused
11. S/1525/91/F – Extension for service bays – refused
12. S/1660/91/F – Redevelopment of garage complex – approved

Planning Policy

13. National Planning Policy Framework 2012
14. South Cambridgeshire Local Development Framework Development Control Core Strategy 2007:
ST/4: Rural Centres
15. South Cambridgeshire Local Development Framework Development Control Policies DPD, 2007:

DP/1: Sustainable Development
DP/2: Design of New Development
DP/3: Development Criteria
DP/4: Infrastructure and New Developments
DP/7: Development Frameworks
HG/1: Housing Density
HG/2: Housing Mix
HG/3: Affordable Housing

ET/6: Loss of Rural Employment to Non-Employment Uses
NE/1: Energy Efficiency
NE/3: Renewable Energy Technologies in New Development
NE/6: Biodiversity
NE/10: Foul Drainage – Alternative Drainage Systems
NE/11: Flood Risk
NE/12: Water Conservation
NE/15: Noise Pollution
NE/16: Emissions
SF/6: Public Art
SF/10: Outdoor Playspace, Informal Open Space and New Developments
SF/11: Open Space Standards
TR/1: Planning for More Sustainable Travel
TR/2: Car and Cycle Parking Standards
TR/3: Mitigating Travel Impact

16. South Cambridgeshire LDF Supplementary Planning Documents (SPD):
Open Space in New Developments – Adopted January 2009
Trees and Development Sites – Adopted January 2009
Public Art – Adopted January 2009
Biodiversity – Adopted July 2009
Landscape in New Developments – Adopted March 2010
District Design Guide – Adopted March 2010
Affordable Housing – Adopted March 2010
17. Circular 11/95 (The Use of Conditions in Planning Permissions) - Advises that conditions should be necessary, relevant to planning, relevant to the development permitted, enforceable, precise and reasonable in all other respects.

Consultation by South Cambridgeshire District Council as Local Planning Authority

18. **Great Shelford Parish Council** – Recommends approval, stating it has no objections as long as issues such as overlooking and overshadowing of existing houses can be dealt with at the reserved matters stage.

No objections are raised in respect of the amended plans showing the access layout, visibility splays and bus stop position. In addition, no objections have been raised to the amended noise impact assessment providing the consultants' recommendations are followed in order to protect the amenities of occupiers.

19. **Stapleford Parish Council** – States that it has considered in detail the applications submitted by Welch's Group Holdings Ltd in respect of the sites at 29-35 and 32 London Road, and Granta Terrace, and recommends outline planning permission is approved for all three sites. Arising from the three applications, the Parish Council has raised a number of points which are listed below:
1. The Council has concerns over the ease of access onto London Road from both Granta Terrace and Aylesford Way.
 2. The Council wishes to question whether the visibility splay at the top of Granta Terrace is adequate?
 3. Overall safety would be improved by the introduction of interactive flashing signs on London Road, which will encourage drivers to slow down and think about pedestrians, cyclists etc.

4. The need for a road crossing close to Dolphin Way should be considered as this is the most immediate route that will be used by parents, carers and children from the Granta Terrace site when heading to Stapleford primary school.
5. Council expressed concerns about the position of the bus stop in the vicinity of 29-35 London Road. However, the amended proposal (dated 16 October 2012) covering access layout, visibility splays and the bus stop position (Fig SK51B) is a distinct improvement. Council has recommended approval of this amendment.
6. The Council is aware that a number of residents from Aylesford Way have objected to provision of access via Aylesford Way. One of their concerns is that the road surface is not designed for heavy flows of traffic and the sewer is shallow. This is in contrast to Granta Terrace, which has been reconstructed at some point to cope with HGV's etc. in the light of these comments, it would be helpful to know what the Highways Department's view is on this issue.

At the public session of the Parish Council meeting, one resident raised concerns that Policy ET/8 states that employment sites should be retained for employment and not redesignated for housing. This was also a recommendation that arose in Stapleford's Parish Plan. The Parish Council considered this point but overall felt that the village benefits more from the planned developments and the improved traffic conditions, and that this outweighs the loss of potential employment in the village. The Council also recognises that the jobs are staying in the local area, as the site at Duxford is only 3 miles away.

20. **The Urban Design Officer** – Recommends approval, stating that the proposals are appropriately integrated with the existing adjacent developments, and the site planning maximises the site opportunities to create a coherent development that reinforces the street frontage. The proposed access is appropriate. The building massing and form illustrated, namely 2 and 2.5 storey residential development, is also acceptable and in keeping with its neighbours. Further development must respect the existing neighbours.
21. **The Trees and Landscape Officer** – Raises no objections, stating that there are no trees of significance on site. Landscaping is vital, and trees planted as part of a landscaping scheme must be provided with enough rooting volume to allow for establishment and retention into maturity. Details of planting pits will be required as part of any landscaping scheme and trees should include specimens that will reach 10-15 metres in maturity to retain the contribution to the overall tree scene of the area.
22. **The Landscape Design Officer** – No response received to date. Any comments received will be reported to Members in an update prior to the Committee meeting.
23. **The Ecology Officer** – Raises no objections subject to a condition to control vegetation removal during the bird nesting season.
24. **Planning Policy** – The sites are generally suitable for residential development having regard to the LDF and national policy guidance. There is a need for additional housing in the District and a large unmet need for affordable housing which the development of these sites could partly address. Policy ST/2 states that provision will be made for 20,000 new homes to 2016. There were 9,285 completions to 31 March 2011, and the development of these sites would assist the provision of additional housing over the remainder of the plan period. Policy ST/4 identifies Shelford and Stapleford as a sustainable settlement for development and redevelopment within village frameworks without any scheme size limit. If the business was not relocating locally, redevelopment for housing would be contrary to policy. The relocation of the

business to Duxford would protect local employment opportunities and add to the range of available local land and premises. There is also evidence that the operation of their existing business in the midst of a residential area is capable of generating a range of environmental problems and, if operated by another business, could generate similar or worse problems for local residents. As the relocation of the business is so important to make the proposal acceptable in planning policy terms, the development of the Duxford site should precede that of the residential sites and be secured by condition or legal agreement. The applications should also be considered as a package and determined at the same time.

The SHLAA Assessments of these sites conclude they have development potential and have therefore been included as development options in the Issues and Options document.

25. **Section 106 Officer** – Comments as follows in respect of the contributions that appear likely to be required having regard to the indicative housing number and mix. It should be noted that the recommendation of the s106 officer is that any section 106 agreement should include a formula mechanism for calculating the necessary contributions at the submission of each reserved matters application (the application before committee is outline only and is not specific as to the housing number and mix).

Education – these figures vary depending on the affordable housing tenure but a good assumption to work on is a total contribution for pre-school and primary school being in the region of £220,000 - £225,000.

Public Art – The statements submitted with the applications comment that a contribution is not necessary as this is not required by Policy SF/6. In January 2009, the Council adopted the Public Art SPD, and this states the provision of public art will be encouraged on schemes comprising 10 or more dwellings. Where a development does not include public art provision, a financial contribution will be required in order to fund the provision of a public art scheme elsewhere in the Parish (between 1-5% of the total construction cost). In recent years, a precedent has been set whereby the Council secures public art works/contributions of around £500 per dwelling and, based on this, the Council would look to secure a public art scheme to the value of around £35,000.

Public open space – The applicant has sought to combine the open space requirements for all 3 residential developments and provide all this on Site A. There are no objections to this so long as the delivery of Site A is secured. The applicant has suggested the provision of an onsite LEAP as per the Open Space SPD requirements. The location of the LEAP and the proximity to the houses does not accord with the SPD and is not therefore considered appropriate. This would result in the off site open space contributions being a total of £184,996.27. If Stapleford Parish Council wishes to adopt the onsite open space, a further contribution would need to be agreed to cover the maintenance of the area. The allocation of offsite open space monies between the two Parish Councils would need to be agreed.

Community facilities – Based on the total needs of the three development sites, a total contribution of £34,992.72 is required.

Household waste receptacles – A financial contribution of around £5000 would be required to provide all units with household waste bins.

Strategic waste facility improvements – A contribution is sought from all new dwellings towards upgrading existing/providing new Household Recycling Centres. The development lies within the catchment area for Cambridge, and the Milton HRC. Based on a contribution level of £190 per household, this amounts to £12,540.

Monitoring – A contribution of £5000 would be required towards monitoring of the planning obligations.

25. **Affordable Homes** – States that the proposed total provision of 14 affordable dwellings [on Site A] (comprising a mix of 4 x 1 bed flats, 6 x 2 bed houses, 2 x 2 bed flats, and 2 x 3 bed houses) is acceptable.
26. **The Arts Officer** – No response received to date. Any comments received will be reported to Members in an update prior to the Committee meeting.
27. **The Sustainability Officer** – No response received to date. Any comments received will be reported to Members in an update prior to the Committee meeting.
28. **The Environmental Health Officer** – No formal response has been received to date. However, the EHO has advised verbally that, following the submission of a noise impact assessment, there are no in principle objections, subject to the imposition of conditions, including a noise insulation scheme to protect the dwellings from London Road traffic noise. Members will be advised of the recommended conditions in an update prior to the Committee meeting.
29. **The Environmental Health Officer (Contaminated Land)** – States the submitted report indicates that remedial measures are required for protection of both human health and controlled waters. Some of these measures for protection of human health will need to be incorporated into the development. The work will need to be carried out during rather than prior to development. Any permission should be subject to a condition requiring works to be carried out in accordance with submitted reports.
30. **The Environmental Health Officer (Air Quality)** – States that the Air Quality Assessment indicates that the proposed development will have negligible impact on the ambient air quality near the development site and that it is unlikely national air quality objectives will be exceeded. The magnitude of change caused by the development is considered to be imperceptible in accordance with the guidelines published by Environmental Protection (2010). This guidance is not statutory and should be used with caution. Emissions attributed to vehicles, mainly fine particles and nitrogen dioxide, can impact on health and quality of life. In order to mitigate the impact and contribute towards exposure reduction of these pollutants, the applicant should be encouraged to implement residential framework travel plans and consider provision for recharging electric vehicles either within garages or associated parking area. In conclusion, air quality impacts should not preclude the granting of planning permission, but the mitigation proposed in order to minimise the effect of vehicle emissions should be secured through conditions or a S106.
31. **The Drainage Manager** – Expresses concern that the proposed method of surface water disposal is to the foul public sewer. A suitable surface drainage outfall must be identified, as infiltration suds do not appear to be suitable for the site. If no outlet can be identified, would wish to object to the application.
32. **The Environmental Services Department (Waste Management)** – No response received to date. Any comments received will be reported to Members in an update prior to the Committee meeting.

33. **The Environment Agency** – States that discharging surface water to the public foul sewer would not be acceptable as it may exacerbate surging of the foul sewer network and sewage treatment works. A sustainable method of surface water drainage must therefore be approved prior to commencement of any development. Conditions are also recommended relating to contamination investigation and piling/foundation design.
34. **Anglian Water** – Raises no objections, stating that there are no assets owned by Anglian Water or those subject to an adoption agreement within the site.
35. **The Local Highways Authority** – A drawing showing 2.4m x 70m visibility splays is required. 2m x 2m visibility splays to each access are also required. Additional conditions should require the access to be constructed to avoid surface water draining onto the highway, the access to be constructed from a bound material, and to require a traffic management plan during the construction period.
36. **The County Archaeologist** – Raises no objections, stating that archaeological works would not be necessary.
37. **The Police Architectural Liaison Officer** – Advises that crime in the area is low. There have only been 17 crimes in London Road in the past 2 years. The site is surrounded by the residential gardens of existing properties. As a non-permeable site there is statistically a greatly reduced risk of crime. Vehicle parking to the rear of properties fronting London Road is not ideal, but there is good surveillance of this area from properties to the rear of the site. The layout appears acceptable. The final developers of the site should consider achieving a Secured by Design award as SBD developments are statistically 65% less likely to be the subject of burglary crime.
38. **Cambridgeshire Fire and Rescue Service** – States that adequate provision should be made for fire hydrants by way of a Section 106 Agreement or planning condition.
39. **The County Education Officer** – No response received to date. Any comments received will be reported to Members in an update prior to the Committee meeting.

Representations by members of the public

40. Letters of objection have been received from the owner/occupiers of Nos. 27 and 30 London Road, Nos. 23 and 25 Granta Terrace (as well as an additional resident of Granta Terrace, address not provided). The main points raised are:
 - Overlooking from rear units into garden and kitchen/diner of No.30 London Road.
 - Insufficient parking – 1 space per unit would not be adequate. And would result in more on-street parking in and around London Road.
 - Loss of vehicular right of way to No.30
 - Proposal has expanded from 9 houses at pre-application stage. 14 houses would be too high a density and result in an over-development of the site. 8 dwellings to match those on the opposite side of the site would be an appropriate level of development for a site of this size.
 - The development would adversely affect properties on London Road and Granta Terrace.
 - It should be possible for the site to be cleared of contamination so that houses would be acceptable.
 - The plan seems to show pedestrian access onto Granta Terrace (Nos. 19-31). This is a private unmade road maintained by residents that is used for access

and parking. It is used for residents parking on the right hand side. A gate is shown opening onto this road and would result in the loss of one parking space, exacerbating existing parking problems.

- Welch's provides local jobs for the village, which has helped to maintain the local economy and enhance the vibrant nature of the local area. If the company needs to move, the sites should be replaced with other commercial ventures to promote a healthy and diverse community.

Material Planning Considerations

Principle of the development/loss of employment

41. The site is one of three sites within the centre of Great Shelford and Stapleford used in connection with the Welch's business. Policy ET/6 of the LDF states that the redevelopment of existing employment sites to non-employment uses within village frameworks should be resisted unless one of the following criteria is met:
 - It is demonstrated that the site is inappropriate for any employment use to continue having regard to market demand. Applications should include evidence, to include a minimum 12 month marketing period, that the site is not suitable or capable of being made suitable for continued employment use;
 - The overall benefit to the community of the proposal outweighs any adverse effect on employment opportunities and the range of available employment land and premises;
 - The existing use is generating environmental problems such as noise, pollution or unacceptable levels of traffic.
42. The redevelopment of the three sites for housing would, if considered in isolation, result in the loss of local employment and, hence, be contrary to the above policy. However, Welch's are intending to relocate to Duxford (as proposed within application reference S/1726/12/FL) and, if this application is granted, existing jobs and local employment opportunities would be protected thereby ensuring the aims of Policy ET/6 would not be compromised.
43. Paragraph 6 of this report sets out Welch's justification for the proposed relocation of the business away from their existing sites in Great Shelford and Stapleford. Officers consider that this justification forms a compelling argument for the relocation of the business, and the significant shortcomings inherent with the existing sites has long been acknowledged by the Council. In the 1993 Local Plan, the Granta Terrace site was allocated for housing, as the location of the site in a residential area was considered to generate considerable nuisance to surrounding residents, particularly from HGV movements. The redevelopment of the site for housing, together with the relocation of the firm to other sites in the District better related to the road network and away from residential areas, was considered to solve the problem. Whilst almost 20 years has lapsed since the site was allocated for residential purposes, these issues are still as applicable today.
44. No marketing of the existing sites has been undertaken and it could be argued that, to fully comply with the above policy, the existing sites should be retained for employment purposes rather than redeveloped for housing. However, the premises could only be marketed on the basis of the established use of the site, and this use has clearly been acknowledged as unsuitable and untenable within this residential area. Welch's have worked extremely hard to maintain a good relationship with surrounding residents and to keep any disturbance to a minimum, but this wouldn't

necessarily be the case if the sites were operated and occupied by an alternative business of this nature.

45. Notwithstanding the above, LDF Policy ST/4 identifies Great Shelford and Stapleford as a Rural Centre and, in such locations, residential development without any limit on scheme size is acceptable in principle. The Planning Policy team has advised that less than half of the 20,000 new homes required to be provided by 2016 were completed by the end of 2011 and that development of the sites would assist in the provision of additional housing over the remainder of the plan period. In addition, the Strategic Housing Land Availability Assessment concluded that all three sites have development potential.
46. Taking the above policies into consideration, the redevelopment of the site for residential purposes is considered to be acceptable in principle, but only if Members have firstly resolved to grant planning permission for the proposed new site in Duxford (S/1726/12/FL). As the relocation of the business is essential to ensure the proposals are acceptable in planning policy terms, any approval would need to be subject to a legal agreement requiring the Duxford site to be provided in advance of any residential development coming forward. For viability reasons, it is accepted that the completion of the Duxford site in advance of any residential development may not be achievable or reasonable, and it is therefore suggested that any legal agreement be subject to a requirement for a substantive start to be made on the Duxford site, thereby providing the Council with sufficient evidence and confidence that the company will relocate to the Duxford site. Without such controls in place, the applicants could theoretically move outside the District and benefit from a reduced level of planning obligations and it is therefore essential that the appropriate safeguards are in place to prevent this (albeit unlikely) scenario arising.

Housing density, mix, affordable housing and contributions

47. The erection of 14 dwellings on the site equates to a density of 64 dwellings per hectare, with the overall density across the three proposed residential sites amounting to 38 dwellings per hectare. The density of development therefore accords with LDF Policy HG/1, which requires residential developments to achieve an average net density of at least 30 dwellings per hectare.
48. LDF Policy HG/3 requires the provision of a minimum of 40% affordable housing for new housing development, whilst Policy HG/2 requires the following mix for the market element of schemes proposing up to 10 dwellings:
- 1 or 2 bedroom dwellings – minimum 40%
 - 3 bedrooms – approximately 25%
 - 4 bedrooms – approximately 25%
49. For larger schemes, the mix of units is intended to provide a range of accommodation, including 1 or 2 bed dwellings, having regard to economic viability, the local context of the site and the need to secure a balanced community.
50. The application relating to Site C proposes 4 x 1-bedroom and 10 x 2-bedroom market dwellings. As stated earlier in the report, this application is intended to be considered as a package along with sites A (Granta Terrace) and B (London Road), with a total of 66 dwellings proposed on all three sites. Across the three sites, it is proposed to provide 14 no. (21%) affordable dwellings all of which would be located on Site A, due to the requirements of affordable housing providers and management issues associated with scattered sites.

51. This level of overall affordable housing provision clearly contravenes the minimum 40% requirements set out within Policy HG/3 and the Affordable Housing SPD. In accordance with the requirements of the SPD, the applicants have undertaken a [confidential] viability assessment and appraisal, and the Council has appointed an independent expert to assess the viability of the four proposals. This exercise included: a) reviewing the information submitted by the applicant in respect of the residential sites; b) providing an assessment of the build and infrastructure costs associated with the relocation site; and c) providing a report to the Council with recommendations on the likely level of planning obligations achievable. The Council's consultant worked closely with the applicant to scrutinise the information which resulted in most items being agreed upon. The principal issue that could not be agreed upon is the extent to which the three residential sites should cross subsidise the relocation of the existing business. The initial view from the Council's consultant was that the three residential sites were technically viable with 40% affordable housing, as the residual land value exceeded an assumed existing use value for the sites. During negotiations the applicant explained that, due to high land costs in South Cambridgeshire, they would be unable to relocate the existing business within the District should such a high level of affordable housing provision be required. It was also explained that other finance sources (i.e. company savings) would be required to fund parts of the new facility as figures quoted were not fully inclusive of all costs. As a result the applicant suggested that the proposal would be unviable at an affordable housing provision in excess of 12%. The Affordable Homes Team has suggested that, regardless of other material considerations, it would be unable to support a scheme that delivered less than 20% affordable housing.
52. The application relating to Site A has subsequently been amended to increase the level of affordable housing provision from 12% to 21%, providing a total of 14 units. Further viability appraisals were evaluated following changes to the indicative scheme design and have been presented to the District Council. The applicant has also updated their position statement talking account of the negotiations that have since been concluded. Taking these viability considerations into account, together with the response from the Affordable Homes team advising that the number, location and mix of the proposed affordable dwellings on Site A is acceptable, Officers are minded to recommend the applications be approved on the basis of delivering 14 affordable dwellings, to be secured through a Section 106 Agreement.
53. There would be 52 market properties provided across the three sites, with the following mix being proposed:
- 18 no. 1 and 2 bed dwellings (Sites A and C) – 34.6%
 - 3 no. 3-bed dwellings (Site A) – 5.8%
 - 31 no. 4+bed dwellings (Sites A and B) – 59.6%
54. Policy HG/2 explains that, for large development schemes, there can be some flexibility in the normal 40%/25%/25% ratio required on smaller sites. In this instance, the three sites are considered to achieve a good ratio of smaller 1 and 2 bed units. The number of proposed three bedroom dwellings is very low, but the applicant's agents have advised that the increase in affordable housing provision from 12% to 21% is predicated on the ability to achieve the larger type of units on the remainder of the three sites. It is argued that the sales market for private housing is at the family end of the spectrum in a location such as this, hence the proportion of larger sized units. On balance, and taking into account these factors, the overall mix of the market element of the proposal is considered to be acceptable.

55. As the most significant part of Welch's business is conducted on the Granta Terrace site (Site A), the company would need to remain on this site until the Duxford development has been completed. As a result, it is most likely that this would be the last of the three proposed residential sites to come forward. As the affordable housing for all three sites is intended to be provided entirely on Site A, it would be essential that Sites B and C be subject to a Section 106 Agreement to require the provision of a commuted sum in the event that Site A fails to come forward within an agreed timescale.
56. As this scheme proposes 14 dwellings, there would normally be a requirement for the on-site provision of public open space. In this instance, however, it is proposed that the public open space requirements associated with all three sites be accommodated entirely within Site A.

Highway safety

57. Stapleford Parish Council has raised concerns regarding the highway safety implications of the proposal, requesting that consideration be given to the introduction of flashing signs and an additional pedestrian crossing near to Dolphin Way.
58. This outline application is solely seeking approval for the means of access at this stage. The Local Highways Authority has been consulted on the proposal and has raised no objections to the highway safety implications of the proposal, with the access layout drawing being amended to show the requested 2.4 metre x 70 metre visibility splays in their entirety. The application is therefore considered acceptable from a highway safety perspective without any need or requirement for the provision of additional safety measures in the area.
59. The application proposes a parking ratio of just 1 space per dwelling, and concerns have been raised within responses received that this would result in on-street parking. The Council's parking standards require the provision of a maximum average of 1.5 parking spaces per dwelling. This ratio is intended to ensure that parking provision is proportionate to the size of dwellings proposed. Given that the standards are maximum rather than minimum standards, the sustainable location of the site in close proximity to services and facilities within Great Shelford and Stapleford and directly adjacent to a bus stop, and that the proposed units are all small 1 and 2-bedroom apartments, the proposed level of parking provision is considered to be appropriate.

Design and visual impact

60. The application has been submitted following extensive pre-application discussions with Officers, with the illustrative layout being amended to address comments and concerns raised during this process. The illustrative plan shows the provision of apartment blocks, designed with a plan form reminiscent of two pairs of semi-detached dwellings, to the front of the site, set back to follow the existing building line. These are shown positioned on either side of the centrally positioned access, with a terrace of apartments to the rear. It is suggested that the rear units would have low angle-storey eaves and lower ridge heights than the frontage dwellings with first-floor rooms accommodated in the roof-space and lit by roof lights to the front and dormers to the rear.
61. In order to accommodate 14 flats on the site, a tandem form of development is proposed. Generally, this form of development is not characteristic of the immediate area. However, there are clear views across the site of the two-storey dwellings within

Granta Terrace and there is therefore a developed rather than open backdrop to the site. The principle of erecting dwellings within this location is therefore considered to be acceptable.

62. The Urban Design Officer has considered the submitted illustrative layout and advised the form of development indicated is appropriate.
63. Concerns have been raised regarding the pedestrian access onto Granta Terrace shown within the illustrative layout, and the consequent impact on on-street parking spaces. This is an issue pertaining to the layout (which would not be approved as part of any consent) and this can be designed out as part of any detailed or reserved matters scheme.

Residential amenity

64. The site is adjoined by residential properties to the east and west, with the latter property having a number of bedroom windows in its east elevation looking towards the site.
65. Whilst the illustrative layout indicates an acceptable relationship between the front and rear blocks, the distance to the rear of the adjacent dwellings at Nos.30 and 34 London Road would only be approximately 18 metres. Within any detailed or reserved matters plans, great care would need to be taken to control any first floor openings, in order to prevent unacceptable degree of overlooking of these neighbouring dwellings' main private garden areas and rear windows, and to control the height of these units to ensure the neighbouring gardens would not suffer an unreasonable loss of sunlight.
66. As well as the amenities of existing residents, it is also necessary to consider whether residents of the proposed dwellings would experience a satisfactory level of amenity. The application has been accompanied by a noise impact report that assesses the impact of road noise on future residents and concludes that such noise impacts can be mitigated by installing appropriate ventilation and enhanced glazing.
67. It is considered that the submitted layout plan satisfactorily demonstrates that the site is capable of accommodating up to 14 dwellings in principle without resulting in harm to the character of the area, highway safety or amenities of adjacent residents.

Contamination/drainage issues

68. The application has been accompanied by a contamination assessment which indicates that remedial measures are required to be incorporated into the development comprising clean soil cover, vapour resistant membrane, upgraded water supply pipes and for services to be fitted within clean corridors. This will need to be carried out during rather than prior to development. A condition requiring the remediation strategy to be implemented prior to occupation should therefore be added to any permission.
69. The application proposes that surface water would be discharged to the public foul sewer. Both the Environment Agency and Council's Drainage Manager have raised objections to this aspect of the proposal. A condition would therefore need to be added to any consent to ensure that an acceptable surface water drainage scheme is provided prior to the commencement of any development on the site.

Ecology issues

70. The application has been accompanied by a Phase 1 Habitat Survey which concludes that the site is of low ecological importance, but that the ash tree in the south-western corner of the site could provide a suitable habitat for nesting birds, and should therefore only be removed outside the nesting season. The Trees Officer has raised no in principle objections to the loss of this tree (subject to the imposition of a landscaping condition), whilst the Council's Ecology Officer also has no objections subject to a condition to control vegetation removal during the nesting season.

Sustainability issues

71. The application proposes that the 10% renewable energy requirements would be achieved through the use of solar panels.

Developer contributions

72. The planning statement includes an agreement to the contributions required towards the provision and maintenance of open space, community facilities, education, waste and monitoring. Whilst the statement also contends that a contribution towards public art is not required, following the response from the S106 Officer, the agents have concurred with this requirement also being incorporated into any legal agreement.

Recommendation

73. If planning application S/1726/12/FL is approved by Members, the recommendation is one of approval, as amended by tree survey date stamped 19th September 2012; drawing number SK52A date stamped 16th October 2012; noise impact assessment date stamped 12th November 2012; and drawing numbers G003/102 Rev PL3 and 105 Rev PL2 date stamped 21st November 2012. Any approval would need to be subject to the prior signing of a Section 106 Agreement, in accordance with the terms set out in this report, and to the following conditions:

1. Approval of the details of the layout of the site, the scale and appearance of the development, and the landscaping (hereinafter called the "reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.
(Reason – This application is in outline only.)
2. Application for the approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.
(Reason – The application is in outline only.)
3. The development hereby permitted shall begin not later than the expiration of two years from the date of approval of the last of the reserved matters to be approved.
(Reason – The application is in outline only.)
4. The development hereby permitted shall be carried out in accordance with the following approved plans: 1:1250 site location plan, G003/101 Rev PL1 and SK52A.
(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)

5. The layout shown within drawing numbers G003/102 Rev PL3 and 105 Rev PL2 is for illustrative purposes only and is not approved by this consent.
(Reason – The application is in outline only).
6. Before the occupation of any dwellings on the site, the access from the existing highway shall be laid in accordance with the approved drawings.
(Reason – In the interests of highway safety, in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
7. The access shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway, in accordance with a scheme submitted to and approved in writing by the Local Planning Authority, in accordance with a scheme submitted to and approved in writing by the Local Planning Authority.
(Reason – To prevent surface water discharging to the highway in the interests of highway safety, in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
8. No unbound material shall be used in the surface finish of the driveway within 6 metres of the highway boundary of the site.
(Reason – To avoid displacement of loose material onto the highway in the interests of highway safety, in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
9. No development shall take place until details of the following have been submitted to and approved in writing by the Local Planning Authority:
 - i) Contractors' access arrangements for vehicles, plant and personnel;
 - ii) Contractors' site storage area(s) and compounds(s);
 - iii) Parking for contractors' vehicles and contractors' personnel vehicles;Development shall not be carried out other than in accordance with the approved details.
(Reason - In the interests of residential amenity in accordance with Policies DP/3 and DP/6 of the adopted Local Development Framework 2007.)
10. 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, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant 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.)
11. Any removal of trees, scrub or hedgerow shall not take place in the bird breeding season between 15 February and 15 July inclusive, unless a mitigation scheme for the protection of bird-nesting habitat has been previously submitted to and approved in writing by the Local Planning Authority.
(Reason - To avoid causing harm to nesting birds in accordance with their protection under the Wildlife and Countryside Act 1981 and in accordance with Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007.)

12. During the period of construction and demolition, no power operated machinery shall be operated on the site before 0800 hours and after 1800 hours on weekdays and 1300 hours on Saturdays, nor at any time on Sundays or Bank Holidays, unless otherwise previously agreed in writing with the Local Planning Authority.
(Reason – To minimise noise disturbance to adjoining residents in accordance with Policy NE/15 of the Local Development Framework 2007.)
13. Prior to the commencement of any development, a noise insulation scheme for the dwellings shall be submitted to and approved in writing by the Local Planning Authority, and the development shall be completed in accordance with the approved details.
(Reason – To minimise noise disturbance to future residents of the dwellings in accordance with Policy NE/15 of the Local Development Framework 2007.)
14. Prior to the commencement of any development, a scheme for the provision and implementation of sustainable surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented and subsequently maintained in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed in writing by the Local Planning Authority.
(Reason - To ensure a satisfactory method of surface water drainage and prevent flooding and surging of the sewerage system in accordance with Policies DP/3 and NE/11 of the adopted Local Development Framework 2007.)
15. No development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
 - a) A preliminary risk assessment which has identified: all previous uses; potential contaminants associated with those uses; a conceptual model of the site indicating sources, pathways and receptors; and potentially unacceptable risks arising from contamination at the site.
 - b) A site investigation scheme, based on (a) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 - c) The results of the site investigation and detailed risk assessment referred to in (b) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 - d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.
(Reason – To ensure that risks from land contamination and potential pollutants associated with current and previous land uses (including petrol filling station) to the future users of the land and neighbouring land are minimised, together with those to controlled waters (particularly the principal aquifer and River Granta), property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other

offsite receptors in accordance with Policy DP/1 of the adopted Local Development Framework 2007.)

16. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.
(Reason – To protect and prevent the pollution of controlled waters (particularly the principal aquifer and River Granta), from potential pollutants associated with current and previous land uses (including petrol filling station), in accordance with Policy DP/1 of the adopted Local Development Framework 2007.)
17. No occupation of any part of the permitted development shall take place until a long-term monitoring and maintenance plan in respect of contamination including a timetable of monitoring and submission of reports to the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to and approved in writing by the Local Planning Authority. Any necessary contingency measures shall be carried out in accordance with the details in the approved reports. On completion of the monitoring specified in the plan a final report demonstrating that all long-term remediation works have been carried out and confirming that remedial targets have been achieved shall be submitted to and approved in writing by the Local Planning Authority.
(Reason – To protect and prevent the pollution of controlled waters (particularly the principal aquifer and River Granta), from potential pollutants associated with current and previous land uses (including petrol filling station), in accordance with Policy DP/1 of the adopted Local Development Framework 2007.)
18. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.
(Reason – To protect and prevent the pollution of controlled waters (particularly the principal aquifer and River Granta), from potential pollutants associated with current and previous land uses (including petrol filling station), in accordance with Policy DP/1 of the adopted Local Development Framework 2007.)
19. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.
(Reason - Piling or any other foundation designs/investigation boreholes/tunnel shafts/ground source heating and cooling systems using penetrative methods

can result in risks to potable supplies from, for example, pollution/turbidity, risk of mobilising contamination, drilling through different aquifers and creating preferential pathways. Thus it should be demonstrated that any proposed piling will not result in contamination of groundwater.

20. No development shall take place until a scheme for the provision and implementation of renewable energy technologies, to provide at least 10% of the predicted energy requirements through renewable energy technology, 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 that the scheme generates at least 10% of its energy from renewable sources in accordance with Policy NE/3 of the Local Development Framework 2007.)
21. No development shall take place until a scheme for the provision and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been implemented.
(Reason - To ensure an adequate water supply is available for emergency use.)
74. In the event that S/1726/12/FL is not approved by Members, the recommendation for this application is one of refusal on the grounds that, in the absence of alternative premises, the proposal would result in the loss of local employment contrary to Policy ET/6.

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

- South Cambridgeshire Local Development Framework (LDF) Development Control Policies, adopted July 2007
- South Cambridgeshire Local Development Framework (LDF) Core Strategy, adopted January 2007
- Supplementary Planning Documents: Open Space in New Developments, Trees and Development Sites, Public Art, Biodiversity, Landscape in New Developments, District Design Guide, Affordable Housing
- National Planning Policy Framework 2012
- Circular 11/95
- Planning File References: S/1728/12/OL, S/1725/12/OL, S/1727/12/OL, S/1726/12/FL, C/0417/57, C/0111/64, S/0697/84/F, S/0892/91/F, S/1525/91/F and S/1660/91/F.

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



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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

5 December 2012

AUTHOR/S: Planning and New Communities Director

S/2024/12/FL - FULBOURN
Erection of two dwellings following demolition of existing bungalow
16 Teversham Road
for R & T Hogger Builders Ltd

Recommendation: Approve Conditionally

Date for Determination: 20 November 2012

The application has been referred to the Planning Committee as the Officers' recommendation conflicts with that of the Parish Council.

To be presented to the Committee by Dan Smith

Site and Proposal

1. The application site is a single detached bungalow situated parallel to the road on a relatively generous plot totalling approximately 1740 m². The site is approximately 20 metres wide and 85 metres deep and sits opposite the T-junction serving Thomas Road. There is a ditch to the front of the site between the front garden of the property and the road and there is a bridged vehicle access across it. The front boundary is enclosed by hedging and the side boundaries are enclosed by a mixture of hedging and fencing. The property to the South East of the site is a two storey detached dwelling, while the property on the North West side is a bungalow similar in scale and character to the existing bungalow on the application site. The site lies within the Development Framework of Fulbourn.
2. The proposed development is the erection of two dwellings on site following the demolition of the existing bungalow, including the creation of an additional vehicle access. The proposals have been amended at the request of the case officer to reduce the projection of the single storey element to the front of the 4 bedroom dwelling and to improve the roof design by moving the flat roof element to the rear.

Relevant Planning History

3. S/1207/11 – Planning Permission was refused for a scheme for 4 dwellings on the site (including the rear portion of the garden of the neighbouring property No. 18) which extended back into the rear of the site. An appeal against the refusal was also dismissed on the grounds of the adverse impact the development would have on the character and appearance of the area and the living conditions of the neighbouring residents.

Policies

4. **ST/4 Rural Centres**

DP/1 Sustainable Development

DP/2 Design of New Development

DP/3 Development Criteria

DP/7 Development Frameworks

HG/1 Housing Density

HG/2 Housing Mix

NE/6 Biodiversity

NE/15 Noise Pollution

SF/10 – Outdoor Play Space, Informal Open Space and New Developments

SF/11 – Open Space Standards

TR/2 Car and Cycle Parking Standards

Consultations

5. **Parish Council** – has recommended refusal of the application on the grounds that the proposals are an overdevelopment of the site, the impact of the projecting garage element on the 4 bedroom house on the streetscene (which has been amended in later plans) and insufficient parking. It also states that the impact on neighbouring properties is unacceptable. The Parish Council also requested the Committee visit the site.
6. **Council Scientific Officer** – has no objection and does not request any conditions relating to contaminated land.
7. **Council Trees Officer** – does not object to the proposed development, noting that no significant trees would be affected.
8. **Council Environmental Health Officer** – has no objections but requests conditions relating to hours of construction and foundations.
9. **Local Highways Authority** – has not objected to the proposed development but has asked for conditions relating to visibility splays, drainage, hardsurfacing and the provision of the parking and turning area.
10. **Council Ecology Officer** – has no objection to the proposed development, noting that no bat survey is required given the age and condition of the existing bungalow and that the watercourse to the front of the site was inspected for water voles and that no evidence of them was found. The new bridge would therefore have little impact on the watercourse.

Representations

11. No representations have been received in respect of the proposed development.

Planning Comments

12. The main planning considerations in this case are the principle, the impact on the streetscene, Parking and Highway safety, Trees, Ecology, the impact on Residential Amenity and the provision for open space and community facilities in Fulbourn.
13. **Principle** – The proposed dwelling would be located within the Development Framework of Fulbourn and is therefore considered to be acceptable in principle. The site is approximately 1740 m² and the pair of dwellings would result in a density of approximately 11.5 dwellings per hectare. While this is significantly below the required density of 30 dwellings per hectare of policy DP/1, it is considered that given the constraints of the site including its limited width, the character of a linear built form in along Teversham Road and the potential harm to the amenity of neighbours which would arise from development in depth on the site, are such that the pair of dwellings to replace the existing bungalow is the most appropriate form of development and the proposed development is therefore acceptable in principle. The proposed dwellings are one two bedroom property and one four bedroom property replacing an existing two bedroom bungalow. This is considered to be an appropriate mix and is in accordance with policy HG/2 Housing Mix. No affordable housing is required as the development results in a net gain of only one unit.
14. **Impact on the Streetscene** – In terms of scale, the proposed two bedroom dwelling is taller than both the bungalow it replaces and the neighbouring bungalow to the North West. It is set down from the level of the proposed four bedroom property which is itself taller than the neighbouring house to the South East by approximately half a metre. However, the additional height when compared to the neighbouring dwelling to the South East is not considered to be so significant that it would be particularly noticeable when viewed from the public domain, nor is it considered to be excessive. The lower two bedroomed property, while taller than the neighbouring bungalow, provides a step down from both the proposed dwelling and the house to the South East and this creates a stepped change in levels which is considered to be acceptable in terms of its impact on the streetscene.
15. The design of the dwellings reflects that of adjacent properties, picking up the front facing gables of No. 14 on the taller dwelling and providing a long ridge on the smaller dwelling which echoes that on the neighbouring bungalow to the North West. The single storey front projection on the larger dwelling has been reduced at the request of the Case Officer and Parish Council to improve the overall appearance of the dwelling and to create a greater separation between the front of the site and the built forms. The design of that dwelling has also been improved by the redesign of the main roof to provide a pitched roof to the front concealing the flat part of the roof, originally proposed at the front of the house, at the rear.
16. The proposed dwellings are considered to be acceptable in terms of their scale and design and are not considered to cause any significant harm to the visual amenity of the area, nor would they be out of character in the streetscene.
17. **Parking and highway safety** – The Local Highways Authority has no objection to the creation of a new access on to the road. A shared turning area would be provided to serve both dwellings on site and would allow vehicles to leave in a forward gear. The proposed development is not considered to cause any harm to highway safety in the area.

18. The proposed parking areas would allow two vehicles to park clear of the highway at each property. This is considered to be an adequate provision and the proposed development is therefore considered to be acceptable in terms of parking.
19. **Trees** – The proposed development would not result in the loss of any significant trees on site. Landscaping of the areas in front of the dwellings has been proposed and the development is considered to be acceptable in terms of its impact on trees.
20. **Ecology** – There are not considered to be any significant concerns regarding the impact of the development on ecology. The setting back of the single storey element from the front boundary will benefit the hedge and ditch to the front of the site. The proposed development is therefore considered to be acceptable in terms of its impact on ecology in the area.
21. **Impact on residential amenity** – The proposed dwellings would occupy broadly the same building line as the existing bungalow and would not project significantly outside the front or rear elevations of the neighbouring properties. The only element which projects forward of the established building line is the single storey element on the four bedroom property. This has been reduced in projection at the request of the Case Officer and is it not considered that it would cause any significant loss of light, visual intrusion or overshadowing to the neighbouring property to the South East. The buildings would increase in height compared to the existing bungalow, however given the limited extent of the windows in the side elevations of the neighbouring properties, it is not considered that the proposed dwellings would cause any significant harm to the light received into the neighbouring homes.
22. The proposed dwellings would have first floor windows facing the rear of the site, however they would only allow relatively oblique views into the rear gardens of neighbouring properties and it is not considered that this would result in any significant loss of privacy to the neighbours.
23. The proposed development is therefore considered to be acceptable in terms of its impact on the residential amenity of neighbours.
24. **Open Space and Community Facilities** – The proposed development would not provide open space or community facilities on site and would therefore be required to contribute to their provision off site, in order to mitigate the additional burden that the occupants of the proposed new 4 bedroom dwelling would place on such facilities locally. The applicant has agreed to enter into a Section 106 legal agreement to make such contributions. At present the amounts would be as follows: Public open space - £3,104.38; Community facilities - £513.04; Waste receptacles - £69.50 and a Section 106 monitoring fee of £50. The applicant's willingness to enter into such a scheme is considered sufficient to comply with the relevant policies in this case.

Recommendation

25. Having regard to applicable national and local planning policies, and having taken all relevant material considerations into account, it is recommended that the application be granted Planning Permission, subject to conditions relating to:
 1. Timescale for implementation
 2. Approved plans
 3. Materials
 4. Hard and soft landscaping

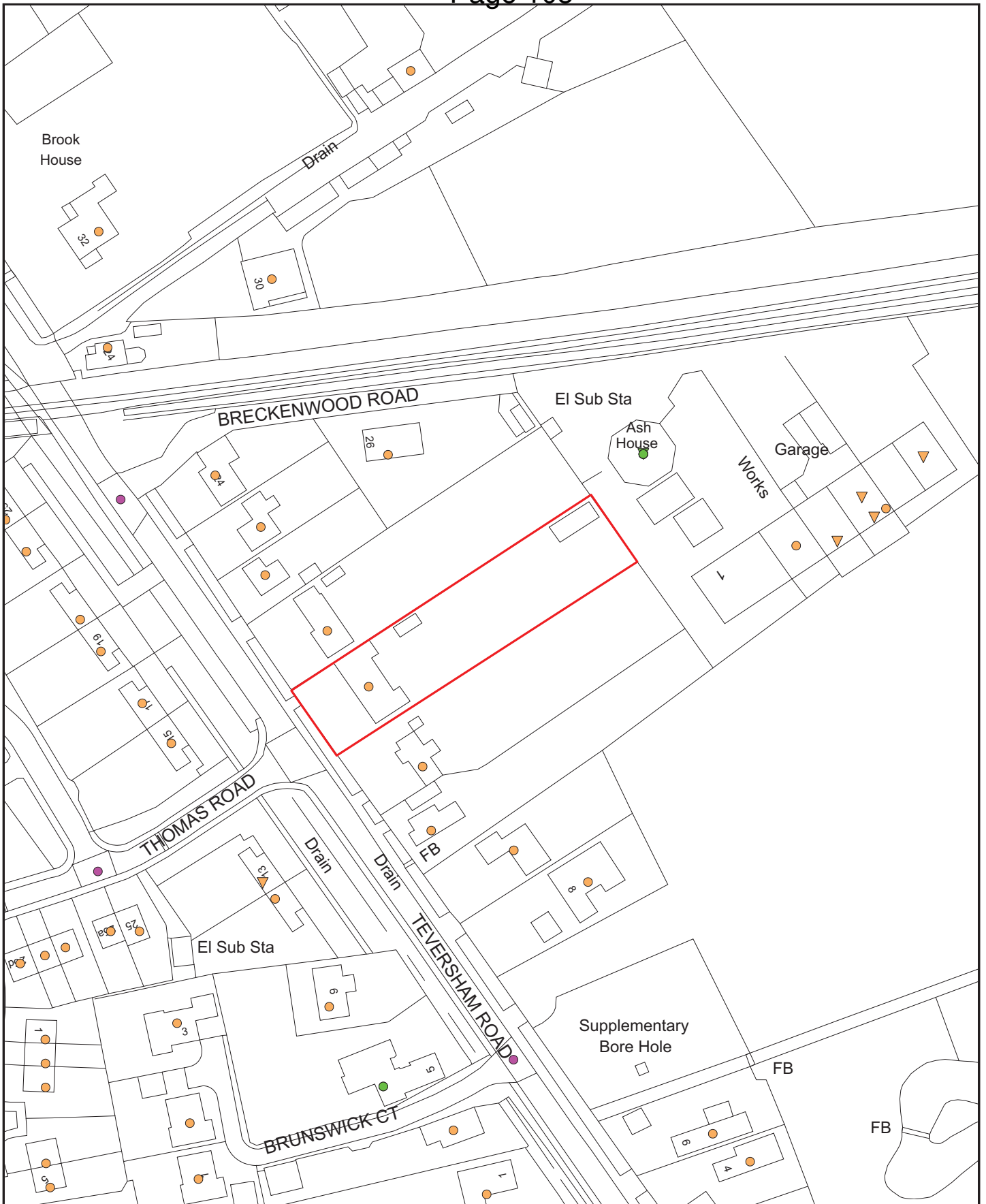
5. Boundary treatments
6. Provision and retention of access, parking and turning area
7. Removal of permitted development rights for fences and walls to the front of the site
8. No new windows in first floor side elevations
9. Drainage of parking area
10. Hours of construction
11. Legal Agreement securing open space, community facilities and waste receptacles contributions

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

- **Local Development Framework Core Strategy 2007**
- **Local Development Framework Development Control Policies 2007**
- **Planning File ref: S/2024/12/FL**

Contact Officers: Daniel Smith - Planning Officer
01954 713162

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

5 December 2012

AUTHOR/S: Planning and New Communities Director

S/1996/12/FL – GIRTON

Residential development comprising 22no. dwellings with road, parking & associated landscaping for Stepford Homes

Recommendation: Delegated Approval/Refusal

Date for Determination: 21 December 2012

Notes:

This Application has been reported to the Planning Committee for determination because the Parish Council's recommendation of refusal is not supported by Officers.

Members will visit the site on the 4 December 2012

To be presented to the Committee by Matthew Hare

Site and Proposal

1. The application site comprises a site of approximately 0.57ha at the north western end of the Wellbrook Way development near to the main entrance with Girton Road and on the northern side of the street. The site is situated between the existing commercial (office) buildings of Wellbrook Court and a tall block of flats. To the north east is the A14. The site at present is overgrown with scrub.
2. Previously the site was used for cold storage and other similar uses. Indeed aerial photography records from 1988 backwards reveal that the site was occupied by substantive buildings and hard standing. These buildings were clearly demolished at some point in time between 1988 and 1998. Regardless the site is considered to constitute a previously developed brownfield site.
3. The site falls within the Girton Development Framework Boundary the boundary of which runs along the north east boundary of the site. The Cambridge Green Belt lies beyond this boundary of the site also. An Award Drain runs under the north western boundary of the site.
4. The proposals seek the total development of the site to provide a total of 22 dwellings. At this stage seven of the dwellings are proposed to be affordable and fifteen are proposed to be market housing. The mix of the market housing proposed is currently: 7 x 4-bed, 6 x 3-bed & 2 x 2-bed.

5. Planning History

S/1962/03/O – Offices and Light Industrial Workshops (Renewal of Time Limited Permission S/2034/98/0) – Approved.

S/0155/02/RM - Erection of Office Building (Class B1), External Works, Landscaping and Car Parking – Approved

S/2077/99/F - Vehicular Access – Approved

S/2034/98/O - Offices and light industrial workshops (renewal of time limited permission S/0007/96/0) – Approved

S/0007/96/F - Office and Light Industrial Workshops (Renewal of Planning Permission S/0013/93/0) – Approved

S/0593/94/RM - Offices and Light Industrial Workshops (Alternative Access) – Refused

S/2019/93/O – Residential Development – Withdrawn

S/1101/93/RM - Offices and Light Industrial Workshop – Approved

S/0013/93/O - Office and Light Industrial Workshops (Renewal of Permission S/1725/89/O) – Approved

S/0080/93/O - Offices and Light Industrial Workshops (Renewal of Permission S/1725/89/O) – Approved

6. **Planning Policy**

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

ST/6 – Group Villages

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

DP/1 - Sustainable Development

DP/2 - Design of New Development

DP/3 - Development Criteria

DP/4 - Infrastructure in New Developments

DP/5 - Cumulative Development

DP/7 - Development Frameworks

HG/1 - Housing Density

HG/2 - Housing Mix

HG/3 - Affordable Housing

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

SF/11 - Open Space Standards

NE/1 - Energy Efficiency

NE/2 - Renewable energy

NE/3 - Renewable Energy Technologies in New Developments

NE/6 - Biodiversity

NE/12 - Water Conservation

TR/1 - Planning for more Sustainable Travel

TR/2 - Car and Cycle Parking Standards

TR/3 - Mitigating Travel Impact

Consultation by South Cambridgeshire District Council as Local Planning Authority

7. **Girton Parish Council** - Recommends refusal for the following reasons:
 - The social implications of a lack of green space and back-to-back housing orientation.
 - The orientation of the houses demonstrates a lack of consideration regarding renewable energy technologies.
 - The height of the buildings, particularly the visual effect of the estate to those entering Wellbrook Way is felt to be inappropriate for the estate as a whole.
 - The lack of consideration of non-car transport options and no space to implement the proposed carshare scheme in the transport plan.

“It was noted that if this development is delayed until the road is adopted a far preferable design would be possible”
8. **Landscape Design Officer** – No comments received.
9. **Environmental Health Officer** – Recommends a standard condition regarding the submission of a detailed noise attenuation / insulation scheme for the residential units, to protect future occupants internally and externally from A14 traffic noise.
10. **Local Highways Authority** – Raises no objections but advises that it will not be seeking to adopt the roadway or access. Recommends a standard condition regarding visibility splays.
11. **Environment Agency (EA)** – No objections. Recommends a condition regarding contaminated land investigation.
12. **Drainage Manager** – Confirms that the FRA is acceptable. Recommends approval subject to a conditional requirement regarding:
 - Surface Water drainage scheme including details of the flow attenuation devices to be used
 - A commuted sum contribution towards an upgrade in the maintenance work to the award drain that runs along the boundary of the site.
13. **Contaminated Land Officer** – Recommends a standard land contamination investigation condition.
14. **Anglian Water** – No objections. Requests that the surface water drainage scheme proposed is conditioned to ensure that it is implemented.
15. **Ecologist** – No comments received.
16. **Affordable Homes Officer** – Raises objections due to the fact that the level of affordable housing proposed does not meet the Council’s policy requirement of 40%. Also suggests that the affordable mix could be improved.
17. **Tree Officer** – No objections. Recommends a soft landscaping condition.

18. **County Archaeology Team** – Recommends standard condition seeking a scheme of archaeological investigation on the site.

19. **County Council Growth & Economy Team** – Advises that the Development would generate the following requirements:

Pre-School Contribution = **£27,720** (sought in line with Cambridgeshire County Council guidance, £8,400 x 3.3 pupils generated)

Primary Education Contribution = **£71,400** (sought in line with Cambridgeshire County Council guidance, £8,400 x 8.5 pupils generated)

Secondary Education Contribution = **£66,250** (sought in line with Cambridgeshire County Council guidance, £12,500 x 5.3 pupils generated)

Strategic Waste Infrastructure Contribution = **£4,180** (sought in line with Cambridgeshire County Council guidance. The site is in the catchment area for Milton Household Recycling Centre, for which contributions are sought on the basis of £190 per household, £190 x 22 dwellings)

Representations received from members of the public

20. Four letters of representation received from the occupants of nos. 24, 31, 204 & 280 Wellbrook Way. Raising the following concerns:

- A security breach for the occupants of no.31 by allowing access to rear garden over fence
- Potential for damage to private property owned by no.31
- Under provision of car parking
- Congestion during construction
- Narrowness of proposed footpath to rear
- Concerns for the use of the whole site (rather than just some of it)
- Cycle infrastructure funding

Material Planning Considerations

21. The key issues to consider in this instance are the principle of development including housing mix and affordable housing provision, whether the proposals constitute good urban design, residential amenity for end users, parking provision & highway safety and surface water drainage.

Principle of Development

22. The site falls within the Girton Development Framework boundary and thus the principle of some residential development is acceptable in this regard. Girton is designated as a Group Village under policy ST/6 of the Council's Core Strategy (2007) and as such development is limited to a maximum indicative scheme size of 15 dwellings where it would make best use of a single brownfield site. The site is considered to comprise a brownfield site for these purposes, however the number of dwellings proposed is 22 which does exceed the 'indicative' maximum allowed policy ST/6 as such the proposals are considered to fall contrary to the provisions of this policy.

23. However in accordance with the presumption in favour of sustainable development as enshrined within the National Planning Policy Framework and indeed the Council's

own LDF suite of documents (including local housing density policies) it is important to assess whether a development of this size is sustainable in this location and whether it constitutes an efficient use of land.

24. Girton is designated as a Group Village and thus in pure classification term ranks towards the bottom of the Council's settlement hierarchy. However the Services and Facilities Study (2012) identifies a number of key services and facilities in the village; a small supermarket, newsagents, village store, Post Office and Primary School. In addition the village (and in particular the Wellbrook Way Development) is located very close the City of Cambridge and this clearly enhances its sustainability potential for new developments as clearly residents benefit from the myriad services and facilities provided by the City. The Services and Facilities Study identifies that there is a bus link to Cambridge every 20mins and there is a bus stop within very close proximity to the entrance to Wellbrook Way. It is also only a short cycle ride into Cambridge from Wellbrook Way.
25. As such the site is considered to be in a sustainable location where the Council should be looking to make a best use of potential development sites. In this regard the development of the approx. 0.57ha of site area for 22 dwellings equates to roughly 38 dwellings per hectare which represents an efficient use of land and is in accordance with the Council's housing density policy HG/1.
26. Thus although the proposals do not accord with policy ST/6 of the Core Strategy there is not considered to be any material harm in this regard. Accordingly the application has been advertised as a departure from policy.
27. Where, currently, harm has been identified is in the level of affordable housing provision and market housing mix proposed by the development.
28. Policy HG/3 of the LDF requires that all housing developments provide 40% of new houses as affordable homes. Where this applies to a major development (such as in this instance) the Council will only accept on site provision. Whilst on site provision is proposed by the scheme it equates to only 32% of the total number of units proposed.
29. Policy HG/2 of the LDF seeks to ensure that all major developments provide a housing mix that responds to local need with the specific mix identified by the policy as the starting point. This identified mix is:

40%	1 or 2 bed units
25%	3 bed units
25%	4 bed units

(10% margin)

The development proposes a mix of:

13.5%	1 or 2 bed units
40%	3 bed units
46.5%	4 bed units

30. There is evidence to suggest that there remains a need for affordable housing provision in the district and also for smaller market units and thus it may be that the respective levels of provision proposed are unacceptable. However the applicants seek to justify this under-provision in terms of the schemes viability and this is a reasonable approach which the Government are pushing LPA's to have closer regard to this (para 173 of NPPF for example). The Council has commissioned an

independent assessment of viability and the result of this will inform Officer recommendation for the proposals. It is for this reason that Officers seek for the Committee to allow them delegated powers to either approve or refuse the application pending the results of the viability assessment. The other material considerations are discussed below.

Whether the Proposals constitute good urban design

31. The application site sits between (relatively) sleek and shiny office buildings that were built at the end of the 20th century and a tall apartment block that was built at the beginning of the 21st century. The office buildings have a strong commercial appearance utilising a lot of glass, brick and metal, whilst the apartment building is of considerable scale and bulk and has a more classical articulation.
32. The development proposals a contemporary interpretation of more classical and traditional building types, scales and spans that are found within the district. The scale of the frontage buildings proposed is roughly the same as the adjacent block of flats. In this regard the aesthetic design and scale of the proposals is considered to strike good balance between the appearance of the office buildings and the adjacent apartment block.
33. The development is laid out in such a way that is allows for good natural surveillance of the parking areas and property frontages & gardens but largely adheres to the rules of thumb concerning overlooking and overbearing contained within the District Design Guide. The scheme also allows for a good degree of permeability and connectivity to the remainder of the Wellbrook Way development and in particular its network of green footpaths that run along the rear boundary. Those dwellings that about this green footpath (plots 12-18) provide active principal frontages to this and thus encourage public use but discourage loitering and antisocial behavior (and other more nefarious activities). The back to back relationship of the dwellings has been criticised by the Parish Council but this layout is required to ensure all of the above is achieved.
34. The development provides informal open space by way of areas of open landscaping and the proposed green footpath that runs along the rear boundary. However it does not provide a defined Local Area for Play (LAP). The Parish Council raises this as a material concern for the proposals. Whilst in policy terms a LAP is a requirement, there is a very good provision of *equipped* play areas in very close proximity to the site as well as an abundance of informal open space (the green footpath). As such it is considered that a LAP is not a necessary requirement for this development and would likely be underused. It would be far better for the Council to secure a contribution to put towards the provision of a facility that would be truly beneficial to the area. For this reason Officers do not consider that the failure to provide an onsite LAP is materially harmful.
35. Having regard to the above it is considered that the proposed development does accord with the principles of good urban design.

Residential Amenity for End Users

36. The proposed development site lies within close proximity to the A14. As such it is important to ensure that end user would not be unduly affected by noise and disturbance from this trunk road.

37. The applicants have provided a noise impact assessment that focuses primarily upon the noise from the nearby A14. In addition the scheme has been designed so that those properties that are closest to the noise source (plots 12-18) are orientated so that the garden areas are screened by the bulk of the units and that noise sensitive internal rooms are located on the rear elevation where possible. The Council's Environmental Health Officers consider that in general the noise and disturbance from the A14 can be adequately mitigated down to acceptable levels by a scheme of sound attenuation including mechanical ventilation to the dwellings and a 2m brick wall to plot 7. However this specific detail is lacking from the application and thus standard conditions are recommended, this is considered reasonable and necessary. therefore having regard to the comments of the Environmental Health Team there is not considered to be any adverse harm to end users as a result of noise and disturbance.

Parking provision and highway safety

38. 22 dwellings are proposed. A total of 34 parking spaces are proposed (excluding garages) to serve these dwellings. This equates to 1.5 parking spaces per unit (excluding garages) which is in accordance with the Council's maximum parking standards and strikes a good balance between parking provision and incentives for more sustainable forms of transport i.e. bus, cycle or foot which is important given the sustainability of the location and the good public transport links to Cambridge.
39. Cycle parking provision is proposed (4m² sheds). The applicant has confirmed that they would be amendable to a conditional requirement to ensure that these cycle stores are delivered prior to occupation.
40. The Parish Council raises concern for the lack of consideration of non-car transport options within the proposals. However the balanced parking provision, cycle stores and travel plan are tantamount to quite substantial consideration for the encouragement of more sustainable patterns of transport. Officers are satisfied that the proposals meet the development plan requirements in this regard.
41. The Local Highways Authority raises no objections to the proposals in terms of highway safety impact. It recommends a standard condition to ensure that the visibility splays proposed for the main entrance are maintained in perpetuity – this is reasonable and justified.

Surface Water Drainage

42. The Environment Agency and the Council's Drainage Manager raise no material concern for flood risk as a result of the development. The Drainage Manager requests a surface water drainage scheme condition which is reasonable in this instance given that some detail is lacking on specifics in this regard. Further to this a commuted sum payment is sought to for enhanced maintenance work to the Council's Award Drain which would be subject to increased flows if the development were to go ahead. This commuted sum would be secured through a S106 agreement.

Further Considerations

43. Concerns are raised by the Parish Council that the layout of the dwellings has no regard to the provision of renewable energy resources. It doesn't specify what energy resources but it is presumed to be making reference solar panels. Assuming this to be the case the applicant has confirmed that it intends to meet the requirements of policy NE/3 (i.e. 10% of predicted on site energy demand by way of renewable

means) through a scheme of solar PV and air source heat pumps. In this regard all of the proposed houses are reported to have a south eastern or south western facing roof slope that would, in principle, allow for the siting and operation of solar PV panels. Officers are satisfied that the proposals are capable of meeting the requirements of policy NE/3 and a conditional requirement would ensure this and is considered reasonable.

44. The Parish Council raises concerns for the lack of space available on site to implement the proposed car share scheme as detailed in the submitted Travel Plan. The car share scheme involves the appointment of a local coordinator to facilitate a car share scheme amongst end users of the site – no physical space on site is required for this as residents would share the use of their own cars for which parking provision is accommodated. As such this does not form a sustainable reason for the refusal of the scheme.
45. Concerns have been raised for the potential for nuisance to highway users during the period of construction. It would be reasonable to apply a condition to agree a contractors parking and delivery plan in this instance to seek to ensure that there is minimal disturbance in this regard.
46. A draft heads of terms has been submitted that seeks to agree appropriate levels of contributions for Community Facilities, Public Open Space, Education and waste receptacles etc. It has not, as yet, been possible to complete a S106 agreement in this regard but this is forthcoming. As such it is reasonable to apply a standard Grampian style condition to secure such contributions in the event of approval.
47. Concern is raised in representation for potential for damage to private property owned by no.31 as a result of the proposals. This is not a material planning matter and would be addressed, if necessary, under civil law.

Conclusion

48. In general urban design terms and in terms of relevant applicable local policy requirements the scheme is considered by Officers to be acceptable. This is with the exception of affordable housing provision and market housing mix, for which a case has been put forward on viability grounds and the Council's is currently seeking expert opinion on this.
49. Should the professional opinion be that the viability argument is sound then Officers would seek to approve the application under delegated powers subject to any conditions deemed reasonable and necessary in accordance with circular 11/95 and para 204 of the NPPF. At this stage such conditions would be:
 - Time period for implementation
 - Approved plans and documents
 - External materials
 - Hard and soft landscaping
 - Surface water drainage
 - Noise attenuation scheme
 - 10% renewable energy scheme
 - Scheme of archaeological investigation
 - Scheme of contamination investigation
 - Contractors parking and delivery plan
 - Grampian condition
 - Provision of cycle stores on plot prior to occupation

- Visibility splay retention

50. Should the professional opinion be that the viability argument is unsound then Officer's would either look to refuse the application under delegated powers or to negotiate an alternate level of affordable housing provision and market housing mix. In the case of the latter it is not considered that this would result in any substantive changes to the layout or general urban design of the scheme that members have had consideration to, thus it is not considered that there would be need to return the matter to the Committee in such circumstances.

Recommendation

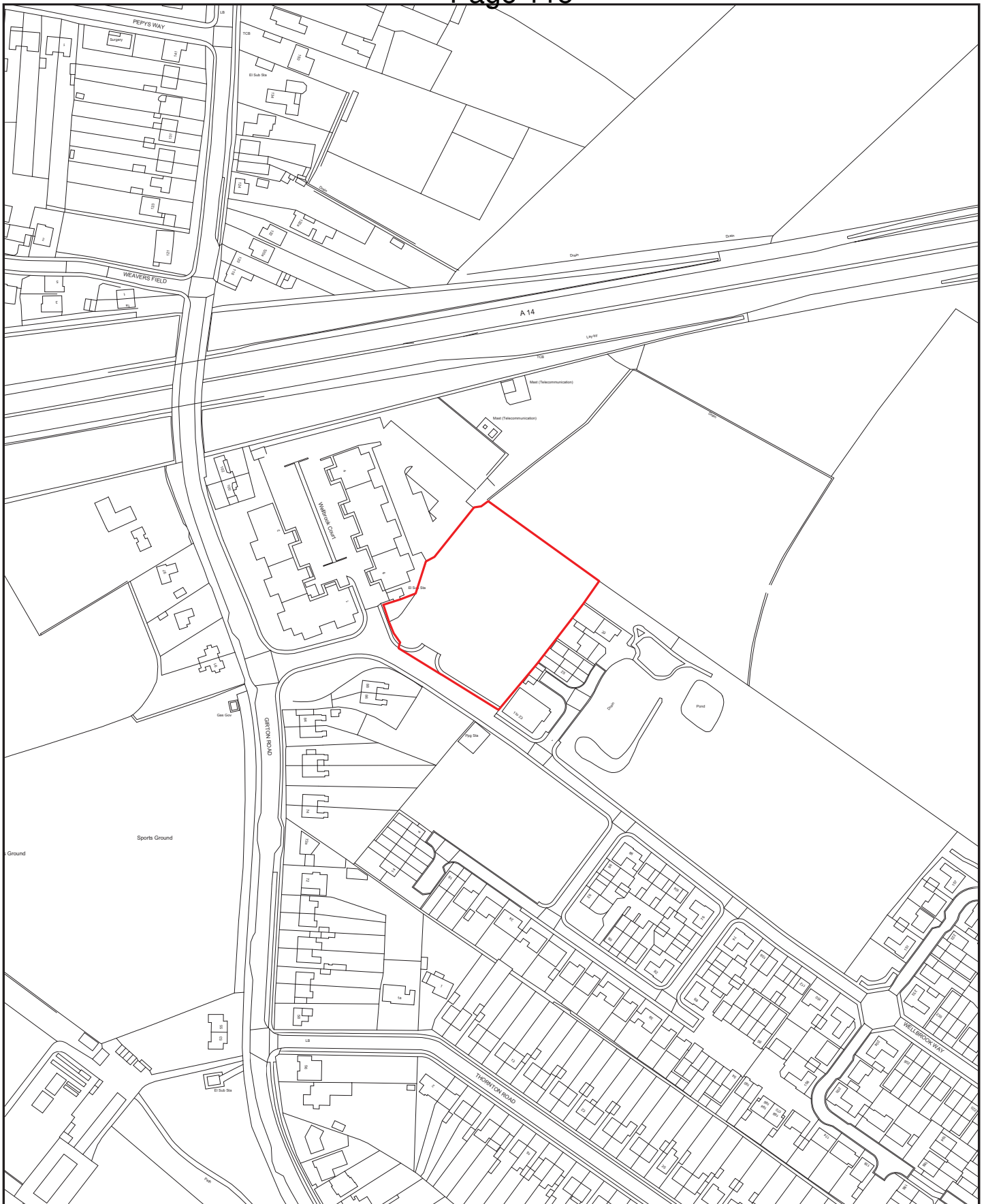
51. It is recommended that the Planning Committee grant Officers with the powers to make a delegated decision on the acceptability of the proposals having regard to the results of an independent professional assessment of the viability of the scheme.

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

- South Cambridgeshire Local Development Framework Core Strategy (adopted January 2007)
- South Cambridgeshire Local Development Framework Development Control Policies DPD (adopted January 2007)

Case Officer: Mathew Hare – Senior Planning Officer
Telephone: (01954) 713180

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**South
Cambridgeshire
District Council**

Planning Dept - South Cambridgeshire DC



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Date of plot: 22/11/2012

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

5 December 2012

AUTHOR/S: Planning and New Communities Director

S/1796/12/FL - MELBOURN**ERECTION OF 5 DWELLINGS (COMPRISING ONE 4 BEDROOM BUNGALOW, ONE 3 BEDROOM HOUSE, AND ONE 2 BED HOUSE, WITH TWO 1 BED FLATS (AFFORDABLE UNITS)), AND REMODELLING OF EXISTING PUBLIC HOUSE CAR PARK, 29 HIGH STREET, MELBOURN FOR LETCHWORTH PALACE LTD****Recommendation: Delegated Approval****Date for Determination: 10 January 2013****Notes:**

This Application has been reported to the Planning Committee for determination because the officer recommendation of delegated approval is contrary to the recommendation of refusal from Melbourn Parish Council.

Part Conservation Area**To be presented to the Committee by Paul Sexton****Site and Proposal**

1. This full application, as amended by drawings received on 15 November 2012, proposes the erection of 5 new dwellings on land which currently forms part of the car park and garden area of The Old Elm Tree Public House, 29 High Street, Melbourn.
2. The application involves a remodelling of the existing car parking area adjacent to High Street to provide 18 parking spaces, with an additional 2 disabled parking spaces sited adjacent to the public house. It is proposed to have a single point of access from High Street, close to the building, serving the public house and car park, with a roadway running to the rear of the site.
3. The new housing development will comprise a pair of one-bedroom affordable houses sited gable end to the rear of the car park area, with a pair of semi-detached chalet style dwellings, 1 two-bedroom and 1 three-bedroom, sited to the rear of the existing garden of the public house and a four-bedroom bungalow in the south west corner of the site, grouped around a turning head and parking area.
4. To the north east of the site are the rear gardens of properties in Norgetts Lane. To the south east are the rear gardens of properties in Spencer Drive and to the south west are the rear gardens of properties in Meadow Way
5. The density is 29.5 dwellings per hectare.
6. The front section of the site and the rear gardens of the proposed dwellings on Plots 3 and 4 are within the Conservation Area, however the main body of the site is outside.

7. The application is accompanied by a Design and Access Statement, Heritage Statement, Ecological Assessment, Acoustic Report, Waste Design Toolkit and Section 106 Draft Heads of Terms.

Planning History

8. **S/0843/12/FL** – Erection of 6 Dwellings and remodelling of existing public house car park - Refused
S/1137/95 – Three dwellings - Withdrawn

Planning Policy

9. **South Cambridgeshire Local Development Framework Core Strategy Development Plan Document: ST/5** – Minor Rural Centres
 10. **South Cambridgeshire Local Development Framework Development Control Policies adopted July 2007: DP/1** Sustainable Development, **DP/2** Design of New Development, **DP/3** Development Criteria, **DP/4** Infrastructure and New Developments, **DP/7** Development Frameworks, **HG/1** Housing Density, **HG/2** Housing Density, **HG/3** Affordable Housing, **SF/10** – Outdoor Playspace, Informal Open Space, and New Developments, **SF/11** – Open Space Standards, **NE/1** Energy Efficiency, **NE/3** Renewable Energy Technologies in New Developments, **NE/6** Biodiversity, **NE/9** – Water and Drainage Infrastructure, **NE/10** Foul Drainage – Alternative Drainage Systems, **NE/11** Flood Risk, **NE/12** Water Conservation, **NE/14** Lighting Proposals, **NE/15** Noise Pollution, **CH/2** Archaeological Sites, **CH/4** Development Within the Curtilage or Setting of a Listed Building, **CH/5** Conservation Areas, **TR/2** Car and Cycle Parking Standards.
 11. **South Cambridgeshire LDF Supplementary Planning Documents (SPD)** - Open Space in New Developments - adopted January 2009, Development Affecting Conservation Area – adopted January 2009, Public Art - adopted January 2009, Trees and Development Sites - adopted January 2009, Biodiversity - adopted July 2009, Listed Buildings – adopted July 2009, Landscape in New Developments - adopted March 2010, Affordable Housing – March 2010 and District Design Guide - adopted March 2010
 12. National Planning Framework
- Consultation by South Cambridgeshire District Council as Local Planning Authority**
13. **Melbourn Parish Council** recommends refusal of the application as originally submitted.
 - a. “Access road initially 5m wide but reduces to 4m wide inside the gated entrance. This is too narrow for vehicles to pass around the two 90 degrees bends and with restricted vision from the planting and hedgerow is probably a danger area.
 - b. The initial access (10m) to the gated entrance is apparently not separated from the pub car parking spaces, this will cause problems.

- c. As previous objections the reduced number of car parking spaces for the pub will lead to parking on the High Street.
- d. We object to a 'gated development' so prominent in the High Street, what is the reason for this?
- e. Bin storage area
 - i. If this is an unadopted road rubbish collection vehicles will not service them, they are some 30m from the highway.
 - ii. The location is adjacent to a bungalow, we are concerned about smells etc from 14 bins affecting this property in particular.
 - iii. Some residents will be expected to take their bins 40-50m to this area.
- f. No disabled parking is shown either in the pub car park or development site, likewise visitor parking. These were shown on earlier applications.
- g. The footpath. Is this a public footpath across private land and with a gated restriction into the site. If not public how does the public access it?'

Comments on the amended scheme will be reported.

14. The **Local Highway Authority** recommends refusal of the application as originally submitted on the basis that the required inter vehicle visibility splays of 2.4m x 43m are not achievable due to the relocated access arrangements. As the access was not a reason for refusal of the previous application the rationale behind the relocation of the proposed access is question.

Comments on the amended scheme will be reported, however the access arrangements are now the same as for the refused application, to which no objection was raised by the Highway Authority.

15. The **Conservation Manager** comments that revisions were made to the refused scheme to address concerns raised about potential impact of the scheme on the Conservation Area. The further revisions to the current application further reduce any impact.
16. The **Environment Agency** advises that as the site falls within Flood Zone 1, and there are no other related Agency related issues in respect of this application, it is for the District Council to respond on behalf of the Agency in respect of flood risk and surface water drainage related issues.
17. The **Corporate Manager Health and Environmental Services** has concerns about the potential impact on the amenity of the future occupiers of the proposed houses due to the permitted operation of the public house. There is concern that the Acoustic report submitted with the application does not take account of instances where the public house may wish to have entertainment such as live/recorded music and dancing, which is permitted under its licence until midnight on Fridays and Saturdays. It is suggested that there should be restrictions placed on these activities should consent be granted, and that as the public house is in the same ownership this may be possible to achieve.

The application, as originally submitted, does not adequately address these issues, however officers are confident that, following a meeting between Environmental Health Officers and the applicant, that the concerns can be overcome by design changes, without the need to restrict operations of the public house.

In respect of the proposed construction works it requests that conditions are included in any consent restricting the hours of operation of power driven machinery during the period of construction, and requiring the submission of a statement of the method for construction of driven pile foundations, if to be used, in order to minimise the effects of the development on nearby occupiers. An informative should be included regarding the use of bonfires and burning of waste during the construction period.

Comments on the amended scheme will be reported.

18. The **Contaminated Land Officer** is satisfied that a condition relating to contaminated land investigation is not required.
19. The **Trees and Landscapes Officer** comments that the trees within the site have been categorised as C under BS5837 guidance, which means they should not restrict development. There are no objections to the proposals and the replacement landscaping will provide screening in time and improve the existing street scene.
20. The **County Archaeologist** advises that the site is located in an area of high archaeological potential and therefore recommends that a programme of archaeological works be secured by condition.
21. The comments of the **Environment Operations Manager** will be reported at the meeting

Representations by members of the public

22. Letters of objection have been received from the occupiers of 1b Meadow Way and 8 Spencer Drive in respect of the scheme as originally submitted.
 - a. Development is out of character with the area. Density is too high.
 - b. Will result in overlooking of 1b Meadow Way.
 - c. Development will prejudice road safety in High Street. Although the access has been moved from the refused scheme it is still close to the bend, on a busy section of road.
 - d. Insufficient car parking spaces provided for the public house, which will lead to parking on High Street, exacerbating the highway dangers. The application refers to a public car park 'a few metres away' whereas it is approximately 200m away and beyond a distance that people are prepared to walk.
 - e. The building of the Hub on the site of the current police house will cause increased traffic at this point.
 - f. Increased congestion will adversely affect entrances and exits to Meadow Lane and Norgetts Lane and increase the risk to school children crossing there.

- g. No space allocated for storage of waste bins at the kerb side. Waste lorries will not be able to access the development which will result in bins being left on narrow pavement in High Street.
- h. A new footpath is shown, which will increase safety, but will it be private or public? There is a gate which if locked safety of people forced to use the access roadway is significantly reduced.
- i. Type of dwellings based on profit rather than the needs of the local community.
- j. There will be a loss of views from existing property in Meadow Way.

Comments on the revised scheme will be reported.

Material Planning Considerations

- 23. The previous planning application was refused by Planning Committee following a site visit on three grounds. Firstly, that the proposal represented an overdevelopment of the site which, due to the proximity of the proposed buildings to the boundary of properties in Spencer Drive and Meadow Way, would be overbearing when viewed from those properties. Secondly that the scale, mass, form design and proportions of the proposed dwellings was incompatible with immediately surrounding properties which were either single-storey or chalet style dwellings, and thirdly, that the application failed to demonstrate that the amenity of future occupiers of the proposed dwellings would be adequately safeguarded from potential noise and disturbance from permitted activities at the adjacent public house.
- 24. The key issues to be considered in the determination of this application are the principle of development, housing mix and density, affordable housing, character of the development; impact on the Conservation Area, neighbour amenity, highway safety (including revised parking for the public house), drainage, and other matters. In particular Members should consider whether the current application adequately addresses the previous reason for refusal.

Principle of Development

- 25. The site is located within the village framework of Melbourn. The site is centrally located within the village in a sustainable location. Melbourn is identified as a minor rural centre where residential development and redevelopment up to an indicative maximum scheme size of 30 dwellings will be permitted, subject to compliance with other policies in the plan.

Density and Housing Mix

- 26. Policy HG/1 requires schemes to make best possible use of sites by achieving net average densities of at least 30 dwellings per hectare unless there are exceptional local circumstances that require a different treatment. The density of the scheme is 29.5 dwellings per hectare and officers are of the view that this is acceptable given the location of the site, providing it can be demonstrated that the development will not have an adverse impact on the character of the area and neighbour amenity. These issues are discussed below.

27. In respect of the market housing the application proposes one 2-bedroom house, one 3-bedroom house and one 4-bedroom bungalow. Officers are of the view that this mix satisfies the aims of Policy HG/2.

Affordable Housing

28. Policy HG/3 requires schemes to provide at least 40% of the total number of dwellings proposed as affordable dwellings. This scheme proposes 2 affordable housing from the 5 units proposed and is the percentage that officers would seek from this scale of development. The units (Units 1 and 2) are for rent and are one-bedroom flats. The Housing Development and Enabling Manager supports the scheme. The relationship of these units within the site with existing properties is discussed later in the report.

Character of development

29. The proposed building which forms Units 1 and 2 remain two storey buildings as in the original application, with a ridge height of 8.5m and a narrow span. The existing public house building at the front of the site is a two-storey building.
30. The design of the linked units on Plots 3 and 4 has been simplified, with the eaves levels lowered and the height of Plot 4 reduced. These buildings now take on the form of chalet style dwellings. The adjacent houses in Spencer Drive are chalet style dwellings.
31. Plot 5 is a single-storey dwelling, whereas in the refused application this part of the site was to be occupied by two plots comprising linked two-storey and single-storey dwellings. The single storey form is in character with the form of existing dwellings in Meadow Way and Norgetts Lane.
32. Officers are of the view that the revisions to the form and design of the dwellings overcome the reason 2 of the previous refusal.

Impact on the Conservation Area

33. The current view of the site from the High Street is of an extensive open area of car parking with some planting beyond, softening the impact of housing development beyond. The proposal will allow for new planting at the front of the site and again at the rear of the car park, which will soften the impact of development when viewed from High Street. The closest dwelling will be 30m from High Street.
34. Officers note the concern about the proposed gated entrance, however if this is of rural appearance in visual terms it would be acceptable.
35. Officers are of the view that the proposal will preserve the character of the conservation area.

Neighbour Amenity

36. The proposed dwellings on Plots 3 and 4 have been designed so that there are no first floor windows in the rear elevation facing the rear gardens of properties in Norgetts Lane. The main section of the proposed dwellings will be located 10m from the boundary with those properties, the rear gardens of which are a minimum of 25 metres deep. Given that the ridge height of the proposed dwellings is 7m and 6m

respectively, officers do not consider that there will be a significant loss of light to the rear gardens of properties in Norgetts Lane.

37. As amended the gable end of the dwelling on Plot 4 will be sited 3.5m from the rear boundary of properties in Spencer Drive, an increase of 1.5m from the refused scheme. The properties in Spencer Drive are located a minimum of 11m from the boundary. The new dwellings will be to the north west and Plot 4 will have a ridge height of 6m, a reduction of 1m from the refused scheme. The eaves height has been reduced by 1.5m. Officers are of the view that, the given the additional distance from the boundary and the reduction in ridge and eaves height which reduce the mass of the building when viewed from the south, the dwelling on Plot 4 will not result in an unreasonable loss of light and will not be overbearing when viewed from properties in Spencer Drive.
 38. As amended the proposed main section of the bungalow on Plot 5 will be 3.5m, and the lower front projection 1.6m, from the boundary with the rear gardens of adjoining properties in Meadow Way. This compares with distances of 2m and 1m respectively on the refused application. A privet hedge is proposed on the boundary of Plot 5 with Meadow Way. The ridge height of the main section of the building remains at 5.5m. The roof is hipped away for the boundary with Meadow Way, and as a result the ridge will be 7m from the boundary. The length of the forward projection, which has ridge height of 4.5m, has been reduced from 9m to 8m and a hipped roof introduced to reduce the mass of the building when viewed from the gardens of properties in Meadow Way. The existing dwellings in Meadow Way are a minimum of 15m from the boundary and officers are of the view that the relationship of the proposed development to these properties is acceptable.
 39. There is one first floor window in the rear elevation the building on Plots 1 and 2, which is 9m from the boundary with Meadow Way. This window will serve a landing area and a condition can be attached to any consent requiring it to be obscure glazed to prevent overlooking.
 40. Officers are of the view that the scheme as amended adequately protects the amenity of the occupiers of existing adjacent dwellings, and addresses Reason 1 of the previous refusal.
 41. The Environmental Health Officer has expressed concern about the relationship of the proposed dwellings to the existing public house, in respect of possible noise disturbance from late night music and activity which it currently has a licence for. Further discussions have been held with the applicant on this point and it would appear that a solution can be found by making minor changes to the position of bedroom windows and introducing acoustic fencing in specified areas, without the need to impose restrictions that might affect the long-term viability of the public house.
 42. Revised details are to be submitted and officers will update Members on this point at the meeting.
- Highway Safety and Parking*
43. The Local Highway Authority objected to the application as originally submitted however the access details have subsequently been amended, although the road is not to be offered for adoption. Adequate car parking is provided for the new dwellings. Access parking was not a reason for refusal of the earlier application

44. The revised car parking arrangements for the public house provide for 20 spaces, and whilst this is a reduction on the number of spaces currently available, it is compliant with the maximum car parking required by the Council's car parking standards.
45. Officers note the concerns about the location of the access road to the proposed dwellings being between the public house and its car park, however there are relatively low number of dwellings proposed and any conflict will be minimal.
46. Deliveries to the public house will have to take place from High Street.
47. The comments of the Environment Operations Manager will be reported and it is important to ensure that the layout is compliant for waste vehicle access and bin collection. A bin storage area is provided to the side of the car park, in front of the entrance to the new dwellings.
48. The applicant has indicated that there is the potential to create a temporary access on the south west side of the site for the construction period to avoid conflict with access to the public house.

Drainage

49. The site is identified by the Environment Agency as being within Flood Zone 1. It is therefore not a site where there is a requirement to submit a flood risk assessment or seek the views of the Environment Agency.
50. Officers are aware of the local concern re flooding issues in the area, and that additional hard surfaces within the site will have the potential to exacerbate existing problems, however the applicant will need to implement a surface water drainage scheme that will ensure that existing run off rates are not increased. This can be secured by condition.

Other matters

51. The application is accompanied by a draft heads of terms for a Section 106 Agreement to cover the required open space and community infrastructure provision required by Policies DP/4 and SF/10.
52. In the Design and Access Statement the applicant states that the new houses will incorporate high levels of insulation which will comply with the new building regulations and the proposed development will have photovoltaic cells, which will provide at least 10% of the energy requirements for the development.

Conclusion

53. Consultations on the amended scheme will be reported, however officers are of the view that the application, as amended, has adequately addressed the first two reasons for refusal of the earlier application. Discussions regarding the concerns about the relationship of the proposed dwellings to the existing public house and the potential impact on the amenity of future residents are on-going, although it would appear that these can be satisfactorily resolved, without prejudicing the potential viability of the public house.
54. Members will be updated at the meeting.

Recommendation

55. That subject to the concerns of the Environment Health Officer being satisfactorily resolved, delegated powers be granted to officers to approve the application as amended, subject to conditions.

Conditions

To include:

Time limit – 3 years

List of approved drawings

Materials

Landscaping (including boundary treatment)

Drainage

Highway conditions

Car Parking

Restriction of PD rights and further openings

Obscure glazing of first floor landing window of Plots 1 and 2

Affordable Housing

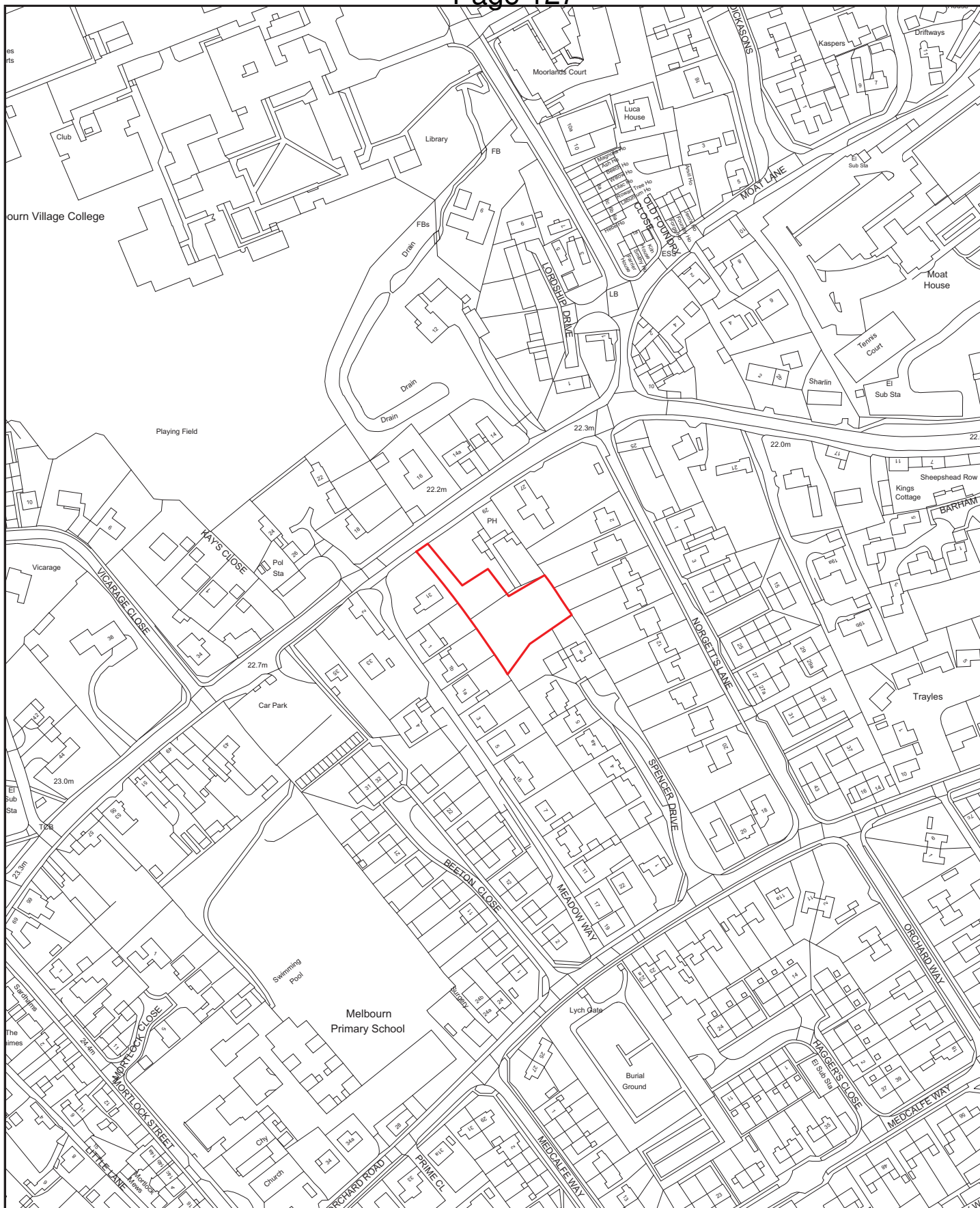
Contributions

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

- South Cambridgeshire Local Development Framework Core Strategy (adopted January 2007)
- South Cambridgeshire Local Development Framework Development Control Policies (adopted July 2007)
- Planning File Ref: S/1796/12/FL and S/0843/12/FL

Case Officer: Paul Sexton – Principal Planning Officer
Telephone: (01954) 713255

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**South
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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

5 December 2012

AUTHOR/S: Planning and New Communities Director

S/1402/12/FL – MELBOURN**Erection of detached single storey dwelling, Land to rear of 151-155 High Street,
for Mr Graham Newton****Recommendation: Refusal****Date for Determination: 11 October 2012****Notes:**

This Application has been reported to the Planning Committee for determination, following a request from the local member because the officer recommendation of approval is contrary to the recommendation of approval from Melbourn Parish Council.

Members will visit this site on 4 December 2012

To be presented to the Committee by Paul Sexton

Site and Proposal

1. The full application, as amended by revised site plan received 7 November 2012, proposes the erection of a detached flat roof dwelling on land to the rear of a terrace of listed cottages, 151-153 High Street, Melbourn.
2. The site is currently an overgrown area of land. To the north west the site adjoins the fenced rear garden to a terrace of three Grade II Listed Buildings fronting High Street. To the south west the site adjoins the side boundary of a detached house in High Street. The land immediately beyond the north east and south west boundaries, and the vehicular access into the site are in the Conservation Area.
3. To the north east the site adjoins the rear garden of a detached house in High Street and to the south east the rear gardens of properties in The Lawns, the boundary of which is formed by a high wall. Access to the land is via a 5m wide roadway between the listed cottages and No.149 High Street. A small section of the land at the rear of the listed cottages was sold to the owners of No.151 High Street for use for car parking, with a right of way granted over the access.
4. The proposed single storey dwelling, which will have a flat 'sedum' roof, is two-bedroom and 'L' shaped, with an overall height of 3m, and brick walls to match those of the existing cottages at 151-155 High Street. The main section of the building will be sited parallel to, and within 2m, of the rear boundary, with a narrower section projecting forward on the east side to within 12m of the rear boundary of the listed buildings.
5. The site will be accessed from the existing driveway and two parking spaces are provided for the new dwelling. The existing parking spaces for 151 High Street are

retained as part of the scheme. New planting is proposed to the rear of the listed cottages. The site falls away slightly to the south west.

6. The application is accompanied by a Design and Access Statement, Heritage Statement and draft heads of terms.

History

7. **S/1611/11** – Erection of detached house – Withdrawn
S/1945/09/F – Erection of pair of chalet bungalows - Refused
S/1362/07/F – 3 Dwellings – Refused
S/1092/07/O – 4 Dwellings – Withdrawn
S/0361/01/F – Dwelling - Refused
S/1841/99/F – Dwelling – Refused
S/0130/98/F – Bungalow and garage – Refused
S/1770/97/F – Bungalow and garage – Refused – Appeal Dismissed
S/0504/97/F – Bungalow and Garage – Refused
8. In dismissing the appeal in respect of the 1997 application, the Inspector, whilst raising concerns about the form of the property proposed at that time, referred to the site as being a relatively narrow space between the somewhat restricted back gardens of the listed buildings and the high wall and new residential development to the south. He commented that ‘the evidence points to this site as having been in a largely open land use. Consequently its development by means of a new and completely autonomous dwelling would unreasonably hem in historic buildings between the main road frontage and the restricted backland site, which at present remains open and vacant.’ He also commented that ‘although the site is outside the conservation area, its open state is important as regards both the setting of the listed buildings and views across and out of the area. The listed buildings are key elements in the local street picture. The effect of building so closely behind them would be to reduce their townscape value and partially undo the enhancement of the area obtained by their recent and seemly rehabilitation.’

Planning Policy

9. National Planning Policy Framework 2012

Local Development Framework Development Control Policies 2007:

DP/1 Sustainable Development
DP/2 Design of New Development
DP/3 Development Criteria
DP/4 Infrastructure and New Developments
DP/7 Development Frameworks
HG/2 Housing Density
CH/4 Development Within the Curtilage or Setting of a Listed Building
CH/5 Conservation Areas
NE/1 Energy Efficiency
TR/2 Car and Cycle Parking Standards

10. **South Cambridgeshire LDF Supplementary Planning Documents**
Development Affecting Conservation Areas SPD - Adopted January 2009
Open Space in New Developments SPD - Adopted January 2009
Listed Buildings SPD - Adopted July 2009
District Design Guide SPD – adopted March 2010

Consultation by South Cambridgeshire District Council as Local Planning Authority

11. **Melbourn Parish Council** recommends approval.
12. The **Local Highway Authority** has no objection but requests that dimensions of parking spaces are shown, that no unbound material be used in the surface finish of the driveway within 6 metres of the highway boundary, that the access be constructed with adequate drainage measures to prevent surface water run-off to the public highway, and the provision of 2.0m x 2.0m visibility splays.
13. The **Conversation Manager** comments that “the site abuts and is partly within the Conservation Area and is significant as the curtilage, setting and backdrop of 151-155 High Street, a prominent terrace of grade II listed buildings. Contrary to the applicant’s statement, the relevant setting of the listed buildings are both public and private.
14. The open space and rural character of this site is significant in order to visually separate the cottages and development along this part of the High Street, from development outside the Conservation Area along The Lawns and to avoid the listed cottages being cramped by more recent development.
15. The gardens and former parking area were recently divided off from the houses by the current owner. The aerial photograph in 1988 shows the gardens of the listed buildings extending to the full depth of the plot. Therefore at the time of their listing in 1985, it is likely that this was also the case, and therefore the site was and remains within the curtilage of the listed buildings, despite the later fencing.

I recommend refusal due to:

- i. The loss of the undeveloped open site which is essential to the local character, views and backdrop of the Grade II listed cottages, contrary to CH/4
- ii. The loss of the separation of the Grade II listed cottages from the modern development to the south, contrary to CH/4
- iii. The separation of buildings from High Street in this part of the Melbourn Conservation Area from modern development to the south, contrary to CH/5
- iv. The intrusion of a house into the backdrop of the historic cottages and into significant views to and from, including the Grade II listed cottages, contrary to CH/4
- v. The intensification of the site, including the access into the site in conjunction with the minimal and cramped parking area left with the listed buildings, contrary to CH/4

16. The lower scale of the building, together with its green roof, follows advice to lessen the scale and impact of the proposed house, but does not overcome the issues of principle as above.
17. The application follows an appeal in 1997 for the site, which was dismissed. This is not overcome by subsequent policy and under NPPF principles, the harm to the interests of the heritage assets makes the proposed development unsustainable. Under NPPF policy 131 the new development would not make a positive contribution to local character and distinctiveness. Under NPPF policies 132 and 134, the harm would be significant, but less than substantial, and outweighs any minimal public benefit derived from the proposal.'

Representations by Members of the Public

18. Letters have been received from the occupiers of 153 and 157 High Street objecting to the application on the following grounds:
19. Proposal deprives 153 High Street of two parking spaces at the rear of that property. The land was originally garden until 1996/7 when the smaller gardens were created and two parking spaces provided by the applicant, which have been used for the past 15 years. These spaces are not shown on the application plans and are in addition to the two spaces provided for 151 High Street, which are shown.
20. Loss of rear access to 153 High Street. A rear gate was provided by the applicant in 1997 when the cottages were refurbished. If lost the three waste bins will need to be stored at the front of the property, which will detract from the appearance of the listed buildings.
21. In the application it is stated that the 'development would be inclusive by retaining the facility for the residents to park their vehicles if required and agreed.
22. Loss of parking to 153 High Street will lead to increase in parking on a busy section of High Street.
23. Should consent be granted a condition should be included which states that access to flat 'sedum' roof should be for maintenance purposes only to avoid overlooking from the roof space if used for garden/leisure purposes.

Material Planning Considerations

24. The key issues to consider in this instance are the impact of the development on the character of the area, the setting of the adjacent listed buildings and conservation area, neighbour amenity, highway safety, and other matters.
25. Prior to the submission of the current application the applicant undertook extensive pre-application discussions with officers, concentrating on details of form and design for any proposed dwelling, in an attempt to minimise impact as far as possible, however it was stressed that officers remained concerned about any development of this site.

Principle of Development

26. The site is within the village framework and therefore the principle of development is acceptable provided it can comply with the criteria set out in Policy DP/7 and other policies of the development plan, which are addressed below.

27. Policy DP/7 supports development provided, amongst other criteria, that retention of the site in its present state does form an essential part of the local character and that development is sensitive to the character of the location, local features of landscape, ecological or historic importance and the amenity of neighbours.
28. The site has been identified in previous decisions (including the appeal decision in respect of the 1997 application) as a piece of land which in its existing undeveloped form is important for the reasons cited by the Inspector in his appeal decision, and which have already been set out in paragraph 8 of this report. Officers are of the view that this position has not changed.
29. The overall density of development would be 21dph, which is below the 30dph required by Policy HG/1, however this increases to 27dph if the narrow driveway is excluded from the overall site area. Given the other constraints on the development of this site outlined in this report it would not be appropriate to seek a higher density of development on this site.

Impact on the Setting of Adjacent Listed Buildings

30. This matter has been dealt with partially in the preceding paragraphs. The undeveloped space to the rear of 151-155 High Street, separating these buildings from the more modern development to the rear, is important to the historic setting of the buildings and this will be compromised as a matter of principle by building in this area. The concerns are set out in more detail under the Conservation Managers comments above.
31. Whilst the design and flat roofed form of the single storey dwelling now proposed seek to minimise that impact, and which when combined with the new planting proposed, will reduce the impact of any new building when viewed from High Street, the setting of the cottages when viewed from other areas, which can be private views, will be adversely affected by the loss of the currently open area.
32. The applicant has pointed out that the site previously contained a range of glass-house style buildings along the rear boundary of the site, an element of which projected towards the listed buildings. The applicant is of the view that in total these buildings were 650m². These outbuildings are not present on the 1885 map of the area which forms part of the Heritage Statement, but begin to be evident on the 1901 map. The drawings submitted in 1996, as part of the planning application for the three dwellings to the south of the site, show the existence of the buildings, which have been subsequently removed.
33. Officers are of the view that these buildings will have reflected the former horticultural use of the land and will not have intruded into the space to the rear of the listed buildings to the same degree as the dwelling now proposed, with its associated residential paraphernalia.

Impact on adjacent conservation area

34. The access driveway into the site is in the Conservation Area, which then adjoins the north and south west boundaries of the site. The site in its undeveloped form is considered to afford views out and across the Conservation Area, which would be compromised as a result of the proposed development, although the low flat roofed

form of the building now proposed helps to maintain views from outside of the site to a far greater extent than the previously refused schemes.

Neighbour amenity

35. The driveway to the side of the existing listed cottages is currently used by the occupiers of both 151 and 153 for parking, although from the information supplied by the applicant only No.151 has a legal right of access. If the proposed dwelling was erected the current use of the access by No.153 would cease, and officers are of the view that the use by the new dwelling and No.151 would not materially change the impact of use on the adjacent dwelling.
36. The low flat roof single-storey form of the proposed dwelling will not cause problems of overlooking or be overbearing to the occupiers of adjoining properties, although if approved, a condition would need to be included, as requested by the occupier of No 157 High Street, to prevent use of the flat roof for garden/leisure purposes, to prevent overlooking.

Highway safety and parking

37. The Local Highway Authority has not objected to the principle of the development and officers are of the view that the use of the existing access by two dwellings maintain the existing situation.
38. The occupier of No.153 has objected to the loss of existing parking provision for that property, although the applicant has confirmed that no legal right of access for parking exists for that property. Officers have asked the Local Highway Authority for its view as to whether the use of the access, which has visibility restrictions at the junction with High Street, by three dwellings would be acceptable, however this is unlikely to be the case. Parking on High Street can take place at this point if required.
39. If approval for this development were to be granted officers would wish to see if pedestrian access to the rear of No.153 could be achieved, so that bin storage could continue to take place at the rear of the property.

Other matters

40. Policy SF/10 requires all new developments to contribute towards outdoor playspace. It is accepted that it would not be appropriate to provide open space on the site due to the scale of the development and the applicant has agreed to provide an off site contribution and required by Policy SF/10. A scheme to comply with the requirements of the policy could be secured by condition were consent to be granted.
41. A draft heads of terms has been submitted which also accepts the requirement for community infrastructure and waste receptacle contributions.

Conclusion

42. Whilst the form of the proposed dwelling overcomes concerns regarding the impact of previous dwellings on the amenity of adjoining occupiers, and reduces the impact of views across and into the site, officers are of the view that the loss of the currently open area to the rear of the listed building remains unacceptable in principle for the reasons outlined above.

Recommendation

43. It is recommended that the application is refused for the following reason.

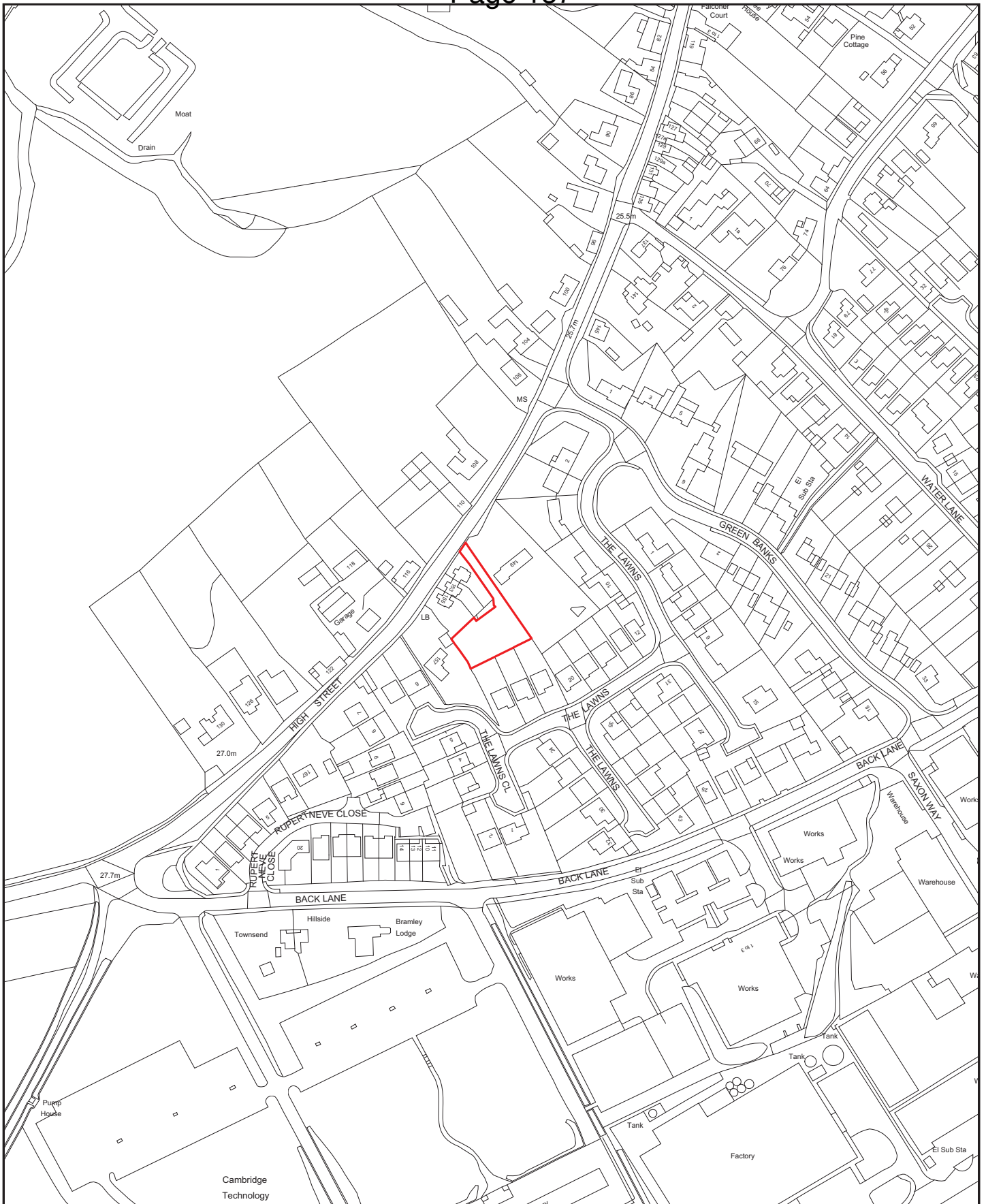
The proposed development of the site is unacceptable as in its existing undeveloped form it is essential to local character in that it represents a relatively narrow space between the existing Grade II Listed Buildings, Nos 151-155 High Street, and their current garden areas, and modern development to the south, which contributes significantly to the setting of these buildings and the adjacent Conservation Area, and which would be lost as a result of the proposed development. The erection of a dwelling on this land is therefore unacceptable in principle as it would be contrary to the aims of Policies HG/7, DP/2, DP/3, CH/4 and CH/5 of the adopted South Cambridgeshire 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)
- South Cambridgeshire Local Development Framework Development Control Policies (adopted July 2007)
- Planning File Ref: S/1402/12/FL and S/1770/97/F

Case Officer: Paul Sexton – Principal Planning Officer
Telephone: (01954) 713255

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

5 December 2012

AUTHOR/S: Planning and New Communities Director

S/2025/12/FL – SHEPRETH
Erection of Garden Centre Sales Building at Royston Garden Centre, Dunsbridge
Turnpike for Royston Garden Centre
Recommendation: Approval

Date for Determination: 10 December 2012

Notes:

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

To be presented to the Committee by Matthew Hare

Site and Proposal

1. The application site comprises a small section of the Royston Garden Centre that is currently used for screened storage. The Garden Centre is a large retail (limited by conditional requirement to the sale of goods that are ancillary to a garden centre only) site situated outside of the Shepreth Development Framework.
2. The wider site comprises a large car park to the frontage with the A10 with the garden centre buildings, covered sales area and open sales areas to the rear. The buildings are low scale contemporary affairs of typical garden centre character. The boundary with the A10 (to the north west) and Cambridge Road (to the north east) is formed by soft planting of various heights.
3. A very small part of the wider site falls within flood zone 3, this is limited to the south western boundary. The application site falls outside of this designation. Although the site is within the defined countryside it is adjacent to the Shepreth Development Framework Boundary.
4. The proposals seek the erection of a single storey building to form an additional garden centre sales area. The building is approximately 4m in height with a simple gabled form and is proposed to be finished with a grey roof and green boarded walls.

5. Planning History

S/0967/94/F – Change of Use to Garden Centre – Approved subject to a condition that the site be used for a garden centre purpose only and nothing within the wider A1 use class.

6. **Planning Policy**

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

ST/7 – Infill Villages

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

DP/1 - Sustainable Development
DP/2 - Design of New Development
DP/3 - Development Criteria
DP/7 - Development Frameworks
ET/5 - Development for the Expansion of Firms
NE/1 - Energy Efficiency
NE/2 - Renewable energy
NE/11 – Flood Risk
TR/1 - Planning for more Sustainable Travel
TR/2 - Car and Cycle Parking Standards

Consultation by South Cambridgeshire District Council as Local Planning Authority

7. **Shepreth Parish Council** - Recommends refusal for the following reasons

Policy ET/5 – Development for the expansion of Firms: *The application states that the two sales buildings are to be used by two independent traders and note that the retail businesses are unspecified. The Granting of permission for two sales buildings in this manner could establish a non-conforming use and would cause problems with traffic and other damage to the environment. It also conflicts with other policies:*

Policy NE/8 – Ground water and NE/9 – Water and drainage infrastructure: *The proposed site area for the two units is largely unpaved. The construction of two units and the introduction of new paved areas will increase the volume of surface water to be managed and the potential for flooding.*

Foul sewage: *It is proposed that the foul drainage will be connected to the existing sewerage. The application does not provide this information, suggesting that a septic tank may be proposed as part of the Building Regulations application. This may allow semi-processed sewage to enter the ditch around the garden centre, the Guilden Brook, the groundwater system and local aquifer. which will also adversely affect all associated habitats, fauna and flora.*

Policy DP/3 – Traffic: *The Design and Access Statement indicate that there will be no impact on accessibility. The drawings show that the two sales buildings will be constructed in what is now the storage compound, which will need to be re-provided within the confines of the site. This will reduce the number of existing parking spaces. The application states that no further parking spaces are to be provided yet two new sales areas will inevitably attract additional custom requiring parking.*

Given this, the additional number of vehicle movements created at the entrance, which is on a road without a speed restriction, opposite the Lawn Mower centre, two bus stops, Shepreth allotments and just before the bend as the Cambridge Road joins

the Old Dunsbridge Turnpike and the A10 would be detrimental to the safety of pedestrians (there is no pavement or street lights along this section of the road), cyclists and other road users.

The reduced number of parking spaces caused by the re-provision of the storage compound and the increase in customers requiring parking has the potential to create queuing on the Cambridge Road in both directions. The weekend is the busiest time of the week for the lawnmower centre, garden centre and Shepreth allotment tenants.

Policy CH/8 – Advertising: *Granting permission for the two sales buildings let to independent traders, will, inevitably, lead to some kind of advertising visible above the earth bund along the A10. This would be detrimental to the visual aspects of the village at this point and distract drivers as they negotiate the very busy and dangerous staggered junction with Frog End.*

Finally, the garden centre has seen many changes to its retail aspects over the years. Whilst these additional businesses are retail related, the Parish Council is concerned that by granting permission for further retail units the site will become an established retail park

8. **Economic Development Panel** – Recommends approval commenting that support should be provided to help the growth of established businesses.
9. **Landscape Design Officer** – No comments received.
10. **Environmental Health Officer** – No objections having regard to noise and environmental pollution.
11. **Local Highways Authority** – No significant impact upon highway safety.
12. **Environment Agency (EA)** – No comments received.
13. **Ecologist** – “No objection is raised regarding biodiversity impact. However, advises that the application should clarify what level of run-off will be produced and how it will be dealt with within the capacity of the existing system, or without the potential harm caused by the drowning out of waterside habitats. Advises that any uncontrolled discharge from this site would be unacceptable given that downstream is the Shepreth L-Moor SSSI which has wetland sensitivities.

Public Consultations by South Cambridgeshire District Council as Local Planning Authority

14. 1 letter of representation received from the occupants of no. 124 Frog End objecting to the proposals for the following reasons:
 - Design of the proposed building
 - Increase in the number of vehicular movement associated with the site
 - Loss of car parking on the site
 - Surface water flooding
 - There is no lighting details provided with the application
15. 1 letter of representation received from District Cllr Soond. Objecting to the proposals for the following reasons:
 - Inappropriate materials proposed

- Loss of parking
- Flood Risk
- Biodiversity
- Tree impacts
- Visual impact
- No specification of proposed use
- No use of renewable energy technologies
- Highway Safety
- Lack of neighbourliness
- The potential for crime

Material Planning Considerations

16. The key issues to consider in this instance are the principle of development as an expansion to an existing business, visual impact and surface water drainage.

Principle of Development

17. Policy ET/5 supports the expansion of existing firms where the site is located within or next to the development frameworks of minor rural centres or rural centres. The site is adjacent to the Shepreth Development Framework Boundary, however the village is not classified as a minor rural centre or rural centre and thus does not strictly meet the tests of policy ET/5. However the NPPF at para 28 is clear that Local Planning Authorities should support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well-designed new buildings. In this regard the proposals are considered to be of appropriate design (see discussion below) and located in a sustainable location for a garden centre – the likes of which are rarely found within framework boundaries – benefiting from good highway links and a nearby bus stop. As such it is considered that the Council can support the principle of the development and this is echoed in the recommendation of approval received from the Council's Economic Development Panel.
18. The application is not explicit in confirming what the end use of the sales areas will be. The applicants have confirmed that the additional sales space is required in order for the business to remain competitive. None the less it would be reasonable and necessary to apply a condition to limit the use of the building to that of ancillary to a garden centre to avoid an unrestricted A1 use which could cause material harm.

Visual Impact

19. The proposed building is sited on a prominent location to the front of the site near to the junction of the A10 with Cambridge Road. Despite this prominent location the small scale of the structure means that it would be obscured by the tall landscaping on the boundary with Cambridge Road and the applicants have agreed to a condition to ensure additional tree planting on the A10 frontage to help screen views. Furthermore the design of the building utilises suitable materials comprising grey roof and green boarded walls. On balance therefore the visual impact is not considered harmful.
20. A representation received raises concern for the lack of lighting details submitted. This is taken to imply that no external lighting is proposed. However a salient point is raised and it is considered necessary to apply a conditional requirement to ensure that no external lighting is affixed to the building unless agreed by the LPA to ensure that there is no adverse impact in any capacity.

Surface Water Drainage

21. The matter of surface water drainage is raised as a potential concern by the Council's Ecologist. Essentially it is important to ensure that no uncontrolled discharged is released into the water system as this could be harmful in biodiversity terms. It is considered that a surface water drainage scheme could be engineered to address this matter, and as such it is reasonable and necessary to condition such details. The applicant has been approached on this matter and further details may be forthcoming prior to the date of the Committee meeting. If so members will be informed by an update.

Further Considerations

22. Concerns are raised for the impact upon highway safety in a number of the representations received. The Local Highways Authority advises that there is no impact upon highway safety in this instance and thus this does not form a material concern with regard to the scheme.
23. Loss of car parking is raised as a concern by the Parish Council and other representations. The scheme proposes no loss of car parking, the representations receive make an assumption that this would be due to the need to relocate the existing storage area if the sales building is built. There may or may not be a need to reposition the storage area, but it would not necessarily need to take up parking spaces. Furthermore, if parking is at a premium on the site as suggested then it would not be rational for the site owners to reduce the existing number of spaces. Finally the parking area is controlled by condition 3 of planning permission S/0967/94/F and thus the LPA retains ultimate control in this regard.
24. Concerns are raised by the Parish Council that no details of the foul water drainage are provided to accompany the application. The application is explicit in its intention to contend with foul sewage via the mains sewer, thus any alternate disposal scheme would not be in accordance with the scheme and hence would be unauthorised.
25. The Parish Council raises concerns for the proliferation of adverts on the site. No adverts are proposed under this application as such works are controlled under separate legislation. Any advert outside of the scope of that provided deemed consent through the advert regs would therefore require consent and the LPA would have control over the impact.
26. Cllr Soond raises concern for tree impacts. The proposals are not considered to materially harm adjacent trees due to the degree of spatial separation. The application form states that no trees will be removed to facilitate the development.
27. Cllr Soond raises concern for the lack of renewable technology proposed. Unfortunately local policy does not require this on a development of this scale.
28. Cllr Soond raises concern for lack of neighborliness. Due to the small scale and degree of separation from adjacent dwellings the proposed structure is not considered to have a material impact upon residential amenity.
29. Cllr Soond raises concern for the potential for crime in respect of the proposals. The scheme benefits from natural surveillance and presumably the site operators have a CCTV scheme to protect against crime.

Conclusion

30. Having regard to applicable national and local planning policies, and having taken all relevant material considerations into account, it is considered that planning permission should be granted in this instance.

Recommendation

31. It is recommended that the Planning Committee approve the application subject to the conditions set out below.

Conditions

- 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. The development hereby permitted shall be carried out in accordance with the following approved plans & Documents: 2012-082-001, 2012-082-002 & 2012-082-003.**
(Reason – To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)
- 3. No development shall take place until details of the materials to be used in the construction of the external surfaces of the buildings and the driveway 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.)
- 4. No development shall take place until full details of 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 the 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.)
- 5. All soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the first use 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, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant 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.)

- 6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the building shall be used as ancillary to the garden centre only and for no other purpose (including other purposes in Class A1 of the of the Schedule to the Town and Country Planning (Use Classes) Order 1987(or any order revoking and re-enacting that Order with or without modification), unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf.**
(Reason – To ensure that the use of the site remains appropriate to its location within the countryside.)

- 7. Prior to the commencement of any development, a scheme for the provision and implementation of surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved plans prior to the occupation of any part of the development or in accordance with the implementation programme agreed in writing with the Local Planning Authority.**

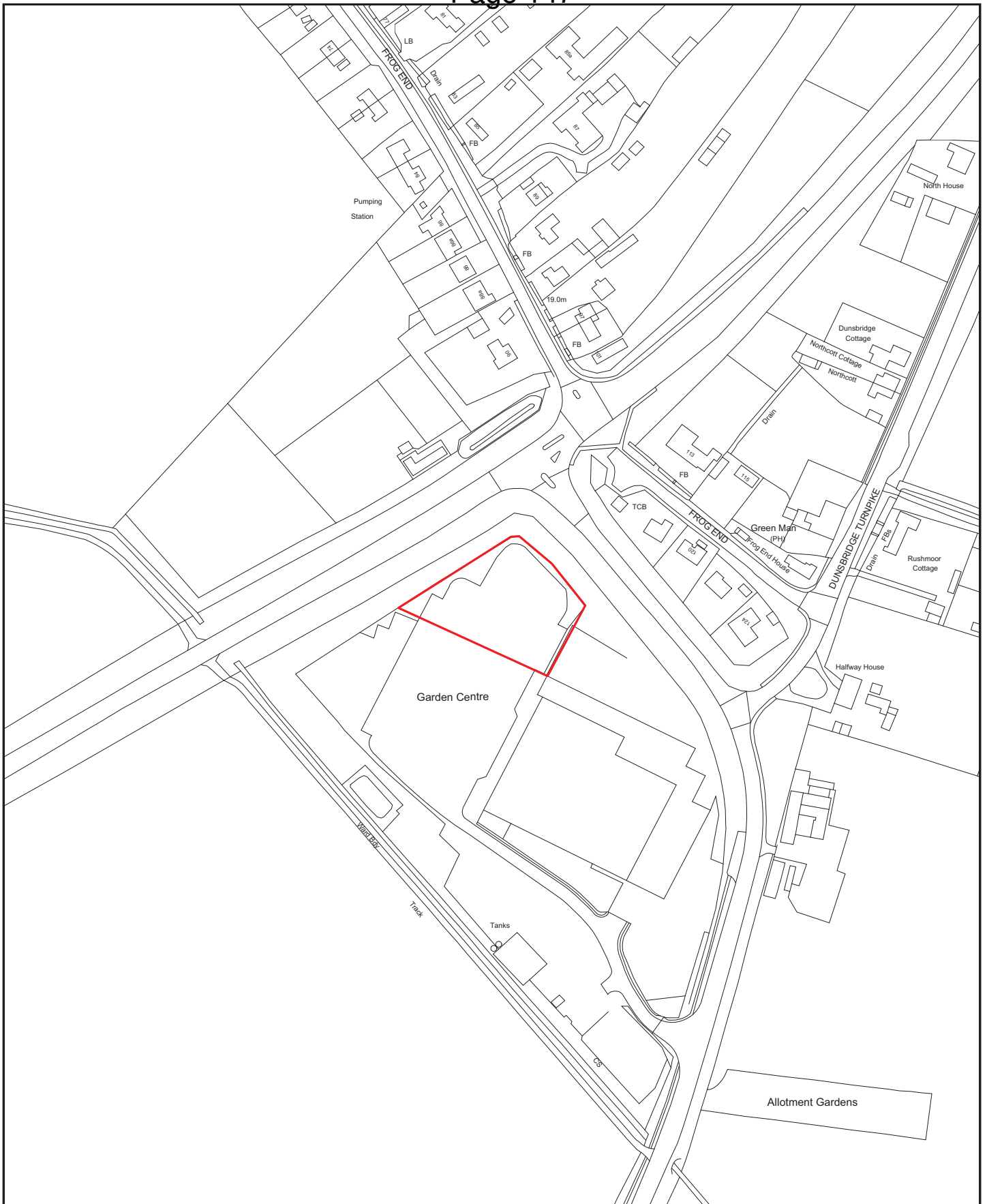
(Reason - To ensure a satisfactory method of surface water drainage and to prevent the increased risk of flooding in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)

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

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

Case Officer: Mathew Hare – Senior Planning Officer
Telephone: (01954) 713180

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**South
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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

5 December 2012

AUTHOR/S: Planning and New Communities Director

S/2029/12/FL – ORWELL**Erection of Dwelling following demolition of existing at 36 Town Green Road for Mr Raymond Peacock.****Recommendation: Approval****Date for Determination: 4 December 2012****Notes:**

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

Members will visit the Site on 4 December 2012

To be presented to the Committee by Matthew Hare

Site and Proposal

1. The application site comprises the existing residential curtilage of no.36 including the existing dwelling itself. The existing property is a 20th century single storey dwelling of brick and concrete tile with a simple gabled form and L shaped layout. A substantial driveway serves the dwelling and is accessed directly off Town Green Road.
2. The site falls within the Orwell Development Framework Boundary and surrounding development is predominantly residential comprising planned 20th century housing estates with some older dwellings. Scale and form significantly varies along the street scene, dwellings in the immediate vicinity have garages sited forward of the principal elevation. The site also falls within Flood Zone 3.
3. The proposals seek the replacement of the existing single storey dwelling with a one and a half storey dwelling and detached garage. The proposals have been amended to raise ground floor levels and alter the external design of the building.

4. Planning Policy

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

ST/6 – Group Villages

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

DP/1 - Sustainable Development

DP/2 - Design of New Development

DP/3 - Development Criteria
DP/4 - Infrastructure in New Developments
DP/7 - Development Frameworks
HG/1 - Housing Density
SF/10 - Outdoor Playspace, Informal Open Space, and New Developments
SF/11 - Open Space Standards
NE/1 - Energy Efficiency
NE/2 - Renewable energy
NE/11 – Flood Risk
TR/1 - Planning for more Sustainable Travel
TR/2 - Car and Cycle Parking Standards

Consultation by South Cambridgeshire District Council as Local Planning Authority

5. **Orwell Parish Council** - Recommends refusal on the application as originally submitted, commenting:
- “It is felt that the proposed dwelling would have a significant effect on the street scene as the dwelling will be encroaching onto the front and be significantly further forward than the neighbouring properties.
- ‘Over development’ of the site.
- Light will be deprived on the neighbouring properties, 34 & 38
- No.34 will be overlooked.”
6. **Landscape Design Officer** – No comments received.
7. **Environmental Health Officer** – No objections. Recommends standard conditions regarding working hours and pile driven foundations.
8. **Local Highways Authority** – Raises no objections. Recommends standard conditions regarding surface water drainage and a construction method statement.
9. **Environment Agency (EA)** – Raises no objection, commenting:
- “No Flood risk Assessment (FRA) has been submitted, however as the proposal is for a replacement 2 storey dwelling offering betterment in terms of flood risk, the Agency has no objection in principle to the proposal. It would be prudent to raise ground floor levels a minimum of 300mm above existing ground levels”
10. **Drainage Manager** - Concurs with the recommendation of the EA in terms of flood risk and floor levels.

Public Consultations by South Cambridgeshire District Council as Local Planning Authority

11. 4 letters of representation received from the occupants of nos.38, 49 & 51 Town Green Road, objecting to the proposals for the following reasons:
- ‘Overdevelopment’ of the site
 - Loss of residential amenity to no.38 (overbearing and loss of light)
 - Harm to the character of the street scene

- Noise and disturbance (caused by wind gusting between the two units)
- The establishment of an urban outlook
- The need to ensure that any gas tank storage is safe
- Flood risk
- Harm to highway safety

Material Planning Considerations

12. The key issues to consider in this instance are the principle of development and the efficient use of land, the impact upon character and appearance of the street scene, residential amenity and flood risk.

Principle of Development

13. In accordance with the guidance set out in the NPPF it is important to make an initial assessment of the impact that residential development would have upon the character and appearance of the area. In this case surrounding development is predominantly residential and adjacent to the application site the existing built form extends either side in a relatively dense nature. The site forms part of this built up extent of the settlement and to this end it is considered that the principle of residential development of the site in question would not be detrimentally uncharacteristic to the character and appearance of the area in this instance.
14. The site measures approximately 0.037ha, thus a single dwelling on the site represents a development density of approximately 27dph. This is slightly below the Councils density targets but not to such an extent that the development would represent an inefficient use of land.

Residential Amenity

15. Having regard to the scale of the proposed dwelling, its spatial relationship with adjacent residential units and the location of windows in the proposed structure there is not considered to be significant adverse harm caused to the residential amenity of neighbouring properties in terms of overbearing or noise and disturbance.
16. Concerns for amenity impact are raised by the occupants of no.38 and the Parish Council. This property is a two storey dwelling sited to the south of the application site. Within the northern elevation there are 4 glazed openings at ground floor, planning histories for the site reveal that these serve a kitchen/utility room the occupant however suggests that the room is referred to as their breakfast room. A gap of greater than 3m between the northern elevation of this dwelling and the proposed house is proposed which is a common spatial relationship between dwellings of this nature – as such there is not considered to be any significant harm to the residential amenity of occupants of this dwelling.
17. The Parish Council raises concerns that no.34 Town Green Road would be overlooked by the proposals. Whilst it is correct that a first floor window would directly face this property this window is proposed to serve an en-suite and it is therefore reasonable to condition this window to be obscure glazed and non-opening.
18. Gas tank safety is raised as a concern in representations received from the occupants of no.38. this is not material to the planning process and such matters are covered under separate legislation.

Character and Appearance

19. The existing street scene comprises a mix of dwelling age, design, scale, layout and appearance. However the feeling is generally one of harmonious variety. The design and scale of the proposed dwelling is commensurate to the prevailing trends in the street scene and as such is not considered to be harmful in this regard.
20. The location of the garage forward of the principal elevation of the dwelling is not ideal in urban design terms as it screens the main views of the dwelling. However, having regard to the fact that this arrangement is adopted by dwellings adjacent to and within the immediate vicinity of the site Officers do not consider that the Council could sustain refusal of the scheme on these grounds.
21. Materials proposed are facing brick, render and a 'red roof tile'. Having regard to this lack of specification it is reasonable and necessary to condition external material for approval to ensure that the materials used are appropriate for the surroundings.
22. New hard surfacing is proposed to the front of the dwelling. The area covered is quite expansive and therefore it is considered reasonable to include hard surface materials in the above condition.

Flood Risk

23. The Environment Agency confirms that there would be no adverse impact upon flood risk in the area as a result of proposals. There would be a betterment in safety for occupants of the site as the scheme incorporates a first floor (and would thus provide elevated relief from flood waters).
24. Both the EA and the Council's Drainage Manager recommend that finished ground floor levels be elevated 300mm from ground level. The scheme has been amended to show finished levels to be 300mm.

Further Considerations

25. The proposals constitute the net gain of one bedroom (taking the site from a 3 bed dwelling to a four bed dwelling). As such there will be a potential increase on local infrastructure and community facilities.
26. Having regard to the Audit of Outdoor Sport and Play Space (June 2005) and The Community Facilities Assessment 2009, which both demonstrate a shortfall in utility provision in the village it is considered reasonable and justified to seek a contribution in lieu of onsite provision of open space in this instance. To this end the application has provided a draft heads of terms seeking to provide a financial contribution in lieu of onsite provision of such facilities, this is acceptable in this instance. It is hoped that a S106 can be engrossed prior to the determination date of the application, hence why a delegated approval is sought at this stage.
27. Representation received raises concern for the impact of the proposals upon highway safety by virtue of the location of the proposed garage. The Local Highways Authority raises no concern in this regard and thus this does not comprise a sustainable reason for the refusal of the scheme. The LHA recommends conditions regarding surface water drainage and a construction method statement. Whilst the drainage condition is considered to be reasonable the construction method statement does not accord with the requirements of circular 11/95 as it refers to matters that are covered by other legislation (i.e. Highways Act 1980).

28. No soft landscaping proposals accompany the scheme and the Council's Landscape Design Officer provides no comments in respect of the scheme. Regardless it is considered desirable to see some planting on the site boundary with the street in order to assimilate the scheme into the surroundings.
29. The Council's Environmental Health Officer recommends a condition regarding working hours and use of power operated machinery during construction. Having regard to the relatively tight urban grain at this point it's considered reasonable to apply such a condition.

Conclusion

30. Having regard to applicable national and local planning policies, and having taken all relevant material considerations into account, it is considered that planning permission should be granted in this instance.

Recommendation

31. It is recommended that the Planning Committee grant Officer with delegated powers to approve the application subject to the following Conditions and the completion of a S106 agreement.

Conditions

- 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. The development hereby permitted shall be carried out in accordance with the following approved plans & Documents: CHQ.12.10093-04A, CHQ.12.10093-05A, CHQ.12.10093-06A, CHQ.12.10093-07A, CHQ.12.10093-09A & CHQ.12.10093 DAS Rev C.**
(Reason – To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)
- 3. No development shall take place until details of the materials to be used in the construction of the external surfaces of the buildings and the driveway 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.)
- 4. No development shall take place until full details of 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 the proposed driveway layout and 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.)

- 5. 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, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant 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.)

- 6. The ground floor level of the dwelling, hereby approved shall be 300mm above existing external ground levels, unless otherwise agreed in writing with the Local Planning Authority.**

(Reason - To prevent the increased risk of flooding in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)

- 7. The first floor window within the north eastern roofslope of the dwelling, hereby approved, shall be shall be obscure glazed and non-opening (unless the parts that can be opened are greater than 1.7m above internal finished floor level.**

(Reason – In the interests of residential amenity)

- 8. The proposed driveway shall be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway.**

(Reason – in the interests of highway safety.)

- 9. During the period of demolition and construction, no power operated machinery shall be operated on the site before 0800 hours and after 1800 hours on weekdays and 1300 hours on Saturdays, nor at any time on Sundays and Bank Holidays, unless otherwise previously agreed in writing with the Local Planning Authority.**

(Reason - To minimise noise disturbance for adjoining residents in accordance with Policy NE/15 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)
- South Cambridgeshire Local Development Framework Development Control Policies DPD (adopted January 2007)

Case Officer: Mathew Hare – Senior Planning Officer
Telephone: (01954) 713180



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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

5 December 2012

AUTHOR/S: Planning and New Communities Director

S/1509/12/VC – PAPWORTH EVERARD**Variation of Condition 23 of S/2167/11 at Summersfield, Ermine Street South for Patrick MacCarthy (David Wilson Homes)****Recommendation: Delegated Approval****Date for Determination: 23 October 2012****Notes:**

This Application has been re-presented to the Planning Committee for determination following the 7 November 2012 Planning Committee Meeting as amended plans have been received which the Development Control Manager considers overcome the reasons for refusal given by Members at the November meeting.

To be presented to the Committee by Andrew Phillips**Site and Proposal**

1. The application site measures approximately 2.73 hectares. The site is located within the village framework. There is a Grade II Listed Building (28 and 30 Ermine Street) approximately 45m to the northeast of the site edge.
2. To the south of the site is the currently approved development (planning application S/1101/10) being carried out. To the north of the site is grassland that forms the next phase of construction. To the east are existing residential properties that face onto Ermine Street South that are now within a Conservation Area and to the west is a tree belt and an open field.
3. The application, validated on the 24 July 2012, is to vary condition 23 in planning permission S/2167/11 in order to change the approved plans. The developer requested an extension of time in the determination of the application until the 30 November 2012. The developer had submitted a new set of plans on the 18 October 2012; that were determined by Planning Committee on the 7 November 2012. The November Planning Committee determined that the application should be delegated refusal.
4. David Wilson Homes sought advice of officers on how best to proceed after Planning Committee and has now submitted new plans that have significantly simplified the design of their proposed development. These changes form the amended plans dated 21 and 22 November 2012.

Planning History

5. **S/2476/03/O** – The proposal for Residential Development including Public Open Space, Vehicular Access together with Demolition of 18, 20, 52, & 54 Ermine Street South and 1&3 St John's Lane was conditionally approved.

6. **S/0097/06/RM** – The proposal for the Erection of 397 Dwellings with Associated Open Space (The First Reserved Matters Application) Pursuant to Outline Planning Permission Ref: S/2476/03/O was withdrawn.
7. **S/0093/07/RM** – The proposal for the Erection of 365 Dwellings with Associated Open Space and Landscaping (Reserved Matters Pursuant to Outline Planning Permission Ref. **S/2476/03/O**) was conditionally approved.
8. **S/1688/08/RM** – The proposal for the Siting design and external appearance of 166 dwellings was conditionally approved.
9. **S/1424/08/RM** – The proposal for the Approval of appearance, landscaping, layout & scale for the erection of 81 dwellings was conditionally approved.
10. **S/1624/08/RM** – The proposal for Details of reserved matters for the siting, design and external appearance of 118 dwellings, associated works, garaging and car parking, and landscaping for the northern phase 2 (amended scheme to part of reserved matters **S/0093/07/RM**) was conditionally approved.
11. **S/1101/10** – The proposal for the Variation of Conditions 12 & 26 of Planning Permission S/1688/08/RM was approved.
12. **S/2288/10** – Extension of time for implementation of **S/2476/03/O** for reserved matters consents **S/0093/07/RM** (excluding the area defined by planning applications **S/1688/08/RM** and **S/1101/10**), **S/1424/08/RM** and **S/1624/08/RM** was approved.
13. **S/2167/11** – Variation of Conditions 11, 12, 14 and 23 of planning application S/1624/08/RM was approved.

Planning Policy

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

ST/ 5 – Minor Rural Centres

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

DP/1 - Sustainable Development

DP/2 - Design of New Development

DP/3 - Development Criteria

DP/4 – Infrastructure and New Developments

DP/7 – Development Frameworks

HG/1 – Housing Density

NE/1 – Energy Efficiency

NE/6 – Biodiversity

NE/12 – Water Conservation

NE/15 – Noise Pollution

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

SF/11 - Open Space Standards

TR/1 – Planning for More Sustainable Travel

TR/2 – Car and Cycle Parking Standards

16. Supplementary Planning Documents

Public Art SPD, adopted January 2009

Open Space in New Developments SPD, adopted January 2009

Trees and Development Sites SPD, adopted January 2009

Biodiversity SPD, adopted July 2009

District Design Guide SPD, adopted March 2010

Consultation by South Cambridgeshire District Council as Local Planning Authority

Please note that the consultation responses are now relating to the original or 18th October 2012 amendments documents submitted by the developer.

17. **Papworth Everard Parish Council** – (21 August 2012) The Parish Council recommendation is that the Local Planning Authority refuses this application, largely on the grounds that the details of the proposed house designs, which, because they result from the developer's wish to provide a 'traditional premium product', do not reflect Papworth Everard's true background as largely Twentieth Century conception. Please see **appendix 1** for full details.
18. (7th November 2012, these comments formed part of the verbal update to Planning Committee on the 7th November 2012) The Parish Council stated that the amendments proposed do not reflect the essential character of the village of Papworth Everard. This is damaging to local distinctiveness and character.
19. Papworth Everard has only a handful of buildings that date from before the late Nineteenth Century, indeed most of the village housing in the older part of the village – before the recent rapid expansion – was constructed between 1920 and 1950. The significance of this period has been emphasised by the village Conservation Area Appraisal which took place in 2011, in the which the Conservation Area was more than doubled in extent to incorporate houses and other buildings that dated from the mid-twentieth Century. The Conservation Area lies immediately adjacent to the present application area.
20. The Parish Council states it has always been aware of the uniqueness of Papworth Everard's settlement history and has attempted to highlight the 'plain and simple' building styles of the mid-twentieth Century, when developers and responding to planning application consultations. In many instances developers (including David Wilson Homes) have been prepared to tone down and simplify their more elaborate house designs to fit in with Papworth Everard's distinctive character.
21. The Parish Council makes reference to Policy DP/2 and the District Design Guide SPD.
22. The designs proposed by David Wilson Homes for this important village extension are indeed poor – and they utilise standardised house types. These windows (presumably intended to represent Georgian and Regency styles of the Eighteenth and early nineteenth centuries) were never common in Papworth and in stark contrast to the plainer windows of adjacent houses and housed elsewhere in the village (including other David Wilson Homes' developments). Other details to which the parish council objects include the reintroduction of a vertically planked front door with a small diamond shaped opening. The appearance of the door and convenience

of future residents would be much improved with a larger, vertical, rectangular door window.

23. The previous plan incorporated houses with large plain, four paned windows, much more in keeping with the later period of Papworth houses.
24. Policy DP/2 has not been implemented with regard to this application. The developer's insistence that they "would not build custom housing or make significant changes to standard house types" is totally unacceptable. The Parish Council is recommending refusal for this application.
25. **Urban Design** – (22 August 2012) The Urban Designer concludes that the proposed scheme is contrary to policy DP/2 of the Development Control Policies, which states that all new developments must be of high quality design and should include variety and interest within a coherent design that is legible and respond to the local context. It is recommended that permission be refused on grounds of poor design.
26. **Landscape** – (21 August 2012) The Landscape Officer has some concerns over the proposal and recommends a landscape condition.
27. (7th November 2012, after Planning Committee had finished) The Landscape Officer has concerns over the proposed vehicular gates along Road 9, as this will make it more difficult for people to park cars. There are also no details of these gates or their height. The gates will create a canyon like effect in the middle section of this road that lacks any positive point. It is their view that these should be omitted and the small front gardens should be well planted with a mix of shrubs and herbaceous planting. There is no space for trees except at the end of the road so the greening up of the frontages at ground level is important.
28. **Local Highways Authority** – (16 August 2012) The Local Highways Authority recommends refusal due to significant risk of harm to the highway users of Road 9. The Local Highways Authority also make several other suggestions in order to improve highway safety on the development.
29. **Environment Agency** – (31 July 2012) Insufficient information has been submitted to allow the Agency to consider the proposed variation. It will be necessary for the applicant to demonstrate that the proposed variation to the approved scheme has fully considered surface water drainage, and that any increase in impermeable footprint (m²) can be accommodated in the agreed drainage scheme. An updated FRA/drainage statement should be submitted.
30. **Ecology** – (29 August 2012) States that the submitted drawing showing the bird and bat box locations, the chosen locations are completely unsuitable for the boxes proposed. The Ecology Officer recommends a better scheme in-line with earlier discussions is submitted.
31. **Sustainable Communities Team Leader** – (3 September 2012) It is stated that the solar panels are located on those properties with optimal roof orientations and are sized to meet the domestic hot-water needs that would be anticipated for the size of the property.
32. All installed systems should be MCS accredited so that they can claim Renewable Heat Incentive income, which should be in place when the dwellings are constructed.

33. It is also stated that wiring and plumbing in all properties should be designed to ensure that installation can be readily achieved as late as possible in the construction process – allowing potential purchasers the longest time window possible to choose the option.
34. The solar panels should still work with the roof-scape of the development.
35. **Cambridgeshire County Council (Historic Environment Team)** – With the new application relating to changes in housing numbers and styles, there is no objection to the proposal.

Representations by members of the public

36. No representations currently received.

Material Planning Considerations

37. The key issues to consider in this instance are:
 - Changes from Planning Committee on the 7th November 2012
 - Principle of Development
 - Visual Impact
 - Residential Amenity
 - Highway Safety
 - Legal Agreement
 - Other Matters

Changes from Planning Committee on the 7th November 2012

38. The developer has sought to overcome the reason for refusal as stated during Planning Committee (7 November 2012) by removing significant amounts of architectural details on the proposed dwellings. The removal of these architectural details has led to the majority of the proposed dwellings having a very simple frontage in order to better reflect the vernacular style common to Papworth Everard, as required by Planning Committee.
39. The developer has also improved the design of Road 9 in order to overcome the concerns of the Case Officer and the Urban Designer by giving the road a more Mews style appearance, this has been achieved by the reduction of detached properties through the creation of carports that link up dwellings. The Urban Design Officer's comments are still awaited but it is the Case Officers opinion that this change has significantly improved the development and would have given the development a much stronger recommendation of approval at the previous Planning Committee.
40. The developer has provided details of the sash windows for the key plots within the development. These details are considered by the Case Officer to be acceptable.
41. The developer has provided a new set of material plans but there are still some errors being shown and the proposed roofing material has not been discussed with Papworth Everard Parish Council. However, it should still be noted that the developer is seeking to provide high quality and mix of materials.
42. The developer has amended the kerb drawing to show that the road kerbing on the market square area will be the higher quality conservation kerbs.

43. It is the view of Officers' that with these amendments that the application should be taken back to Planning Committee in order to seek powers to approve the application.
44. The following comments are those that were presented to Planning Committee on the 7th November 2012.

Principle of Development

45. The principle of development was considered in planning applications S/2476/03/O (now outdated by S/2288/10) and S/1624/08/RM. This application does not raise any new concerns over the principle of the proposal.

Historic Environment

46. Since the approval of S/1624/08/RM the Papworth Everard Conservation Area has been increased in size and now defines the eastern boundary of the site. The Conservation Area Appraisal took into account the Summersfield Development and it is considered that the current proposed development will have no greater impact on the Conservation Area than if planning application S/1624/08/RM was implemented.

Visual Impact

47. It was made known to the developers at an early stage that the Local Planning Authority was not just seeking to provide small amendments in order for David Wilson Homes and Barratts to both put their own house types next to each other. The Local Planning Authority was seeking significant improvements to the design of both the layout and individual house types in order to meet the ever greater commitment that "all new development must be of high quality design" (Policy DP/2).
48. The developer David Wilson Homes has made it clear during the planning process for this application that it would not build custom housing or make significant changes to its standard house types. David Wilson Homes has also confirmed that its building philosophy for this site will be to build large dwellings, with Barratts building the smaller properties.
49. This design principle of David Wilson Homes has led to the house types along Road 8 and 9 dramatically changing. Road 8 has been given a sub-urban appearance, with large detached dwellings that are spaced out. The spacing of the dwellings is helped by the width of the public highway (8.5 metres), the road being fairly straight and the dwellings being set back from the road. These elements will ensure that the layout of this road is of good quality.
50. Road 9 is defined by mainly large dwellings on both sides of the road. The road is a shared surface that measures 5 metres in width, which brings these dwellings significantly closer together. This will make the dwellings along this road look cramped. It would be significantly more appropriate for smaller, possibly cottage style, dwellings to be placed along this road or to give it a much stronger mews style. Road 9 detrimentally harms the quality of this development.
51. The link between Road 9 and Road 11 has been well designed in order to ensure that dwellings are well spaced and to ensure that there is good surveillance of the public footpath.

52. The link between Road 1 and Road 11 has been well thought out in order to give the appearance of a Georgian Market Square. In particular the positives to this element of the development are the raised road that will make the square look twice the size that it is and the design of Plots B266 – B272. It is noticed on the latest plans relating to kerbing that the market square area will no longer have conservation kerbs; this will need to be conditioned in order to ensure conservation kerbs in this location.
53. Plot D187 is located at the end of Road 8 and adjacent the public open space. The design of the dwelling is considered to be of an elaborate but very good quality. The developer and the Local Planning Authority are working together to ensure that its positioning on the plot strengthens the visual relationship between the development and its main public open space, as well as one of the main public footpaths through the development. The orientation of this dwelling will be dealt with by condition. In addition this dwelling will provide a good visual link between the development and the Grade II* Listed Church in the distance on Church Lane. The developer is suggesting UPVC sash windows for this plot but with this building being a key landmark fenestration details will need to be dealt with by condition in order to give them due consideration. It is also considered reasonable to ensure that the agreed upon the details are maintained, due to the key importance of this plot. This plot overall is to the significant merit of the development.
54. The developer has also stated that real sash windows (though UPVC) will be used for key plots, though the Local Planning Authority is still awaiting plans to show the details of this. The developer is also providing conservation style rooflights on several house types. The use of these fenestration details are to the merit of the application.
55. The elevations on the proposed house types are on the whole considered to be acceptable. The proposal has been amended in order to ensure a high quality of design faces the main public realms/long distance views. The materials plan still involves some work and will need to be conditioned but the developer has shown clear intent to ensure key plots are constructed with high quality materials.
56. It should be noted that due to the transfer of public land to private residential land, front gardens have become significantly more important to the visual character of the local area. On this basis it is considered appropriate to remove permitted development rights relating to hard surfacing between the dwelling and public domain in order to have greater control over the long term landscaping of this area. With boundary treatment being more tightly controlled adjacent public highways, it is not considered to be reasonable to remove this right.
57. It is considered that the amended plans received on 18 October have improved the quality of the scheme. On balance, the strengths and weaknesses of the application with regard to visual impact are now equal. With the Local Planning Authority having a responsibility to facilitate appropriate development, it is considered that the development is acceptable in regards to visual impact.

Residential Amenity

58. Due to its layout and design, the proposed development is not considered to have any greater impact upon residential amenity of existing adjacent occupants to the site.
59. Within the site there is some concern over privacy that the future occupants of Road 9 will enjoy, due to the closeness (approximately 10 metres) of the proposed dwellings on each side of the road. There is also some concern that not all the

properties have practical/useable garden spaces. However, it is considered that on the whole the future residents of Summersfield will have an acceptable residential amenity standard.

Highway Safety

60. The further comments of the Local Highways Authority will be provided in an update to Planning Committee. However, the developer has provided a ramp in order to reduce the average speed along Road 8. In addition Road 9 has become a dead end road in order to prevent it being a shared surface and through road and the road width to Road 11 has been improved. These changes improve highway safety.

Legal Agreement

61. The Legal Agreement is still being considered between the developer and Local Planning Authority. The application cannot be determined until this legal agreement is completed, as it seeks to remove the developers' right to build other proposals on this site.

Other Matters

62. All relevant conditions on the previous consent (S/2167/11) will be duly added. It should be noted that some of these conditions may need to be varied, due to consultation responses.
63. Condition 14 and 19 in planning permission S/2288/10 requires the developer to submit a drainage strategy and ecology mitigation scheme. These two conditions cover the concerns raised by the Ecology Officer and the Environment Agency.

Conclusion

64. The proposal at the time of writing is considered to be acceptable. However, this view may change in the light of further consultation responses and members will be updated accordingly.
65. The final schedule of approved plans has yet to be submitted, so the condition relating to approved plans will have to remain blank at the current time.

Recommendation

66. Delegated approval/refusal be granted subject to the outcome of further consultation responses. If Planning Committee should approve the application, it should be subject to the following conditions:
1. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any order revoking and re-enacting that Order with or without modification), no development within Class F of Part 1 of Schedule 2 of the Order shall take place in so far as it relates to development between the wall forming the principal elevation of each dwelling and the highway (including public footpath) unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf.
(Reason - In the interests of visual appearance, in particular preserving the soft areas of landscaping of the development, in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)

2. Notwithstanding the indicative architectural detailing on front, side and rear elevation drawings, no development shall commence until drawings of at least 1:20 scale, of the following detailing elements, have been submitted to and approved in writing by the Local Planning Authority:

- Chimney construction, including materials
- Porches, bay window and dormer construction and materials
- Window and door heads and sills on front, rear and side elevations
- Cladding and boarding materials, construction including junctions with adjacent materials
- Eaves and verge construction, including dentil courses where proposed

Development shall commence in accordance with the agreed details.

(Reason – To ensure the visual quality and compatibility between all phases of the development and the existing village built form and its landscape setting and to assure the long term character and appearance of the development.)

3. No development shall commence until details (including colour schemes) of the following have been submitted to and approved in writing by the Local Planning Authority:

- Roof materials and methods of fixing
- All bricks and render
- Horizontal wood and/or wood effect boarding, wooden cladding and/or other cladding materials
- Garage and dwelling doors
- Colour of fascia boards, porches and bargeboards

Development shall commence in accordance with the agreed details.

(Reason – To ensure visual quality and compatibility between all phases of the development and the existing village built form and its landscape setting and to assure the long term character and appearance of the development.)

4. The window colour of plots D235 to D238 and D167 to D168 shall match plots D119 0123, 104 – 106 and 141 – 147 of planning permission S/1101/10, unless otherwise agreed in writing with the Local Planning Authority.

(Reason – To ensure visual quality and compatibility between all phases of the development and the existing village built form and its landscape setting and to assure the long term character and appearance of the development.)

5. No development shall commence until the developer has erected on site, sample panels, of a size to be agreed to allow the Local Planning Authority to undertake a detailed assessment of construction and material combinations in relation to brick, cladding and roof materials that were not agreed in planning permission S/1101/10. The development shall be carried out in accordance with the Local Planning Authority's written approval and only after such approval is given.

(Reason – To ensure that each proposed individual building material and the proposed combinations can be properly and objectively assessed in the context of the existing village and landscape forms.)

6. No development shall commence until details of the free-standing walls, fences, other means of enclosure, street furniture and all hard surfaces have been submitted to and approved in writing by the Local Planning Authority. Development shall commence in accordance with the agreed details.

The development shall be carried out in accordance with the approved details.
(Reason – To ensure the details of the development are satisfactory.)

7. No development shall commence until boundary treatments for each plot of that phase have been submitted to and agreed in writing by the Local Planning Authority. Development shall commence in accordance with the agreed details.
(Reason – To ensure details of the development are satisfactory and supplement with more details than the information already supplied.)
8. No development shall commence until precise details of the type and design of the solar panels to be erected on at least 22 dwellings 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.
(Return – To ensure the details of the development are satisfactory.)
9. A scheme for the lighting of each parking court shall be submitted to and approved in writing by the Local Planning Authority before occupation commences on the residential development to which it relates. The work shall be carried out in accordance with the approved scheme.
(Reason – To ensure the details of the development are satisfactory.)
10. No development shall commence until a detailed timetable for the design and implementation for the provision of public art, has been submitted to and agreed in writing by the Local Planning Authority. The public art shall be installed in accordance with the approved scheme and within the time periods specified within that scheme unless otherwise agreed by the Local Planning Authority.
(Reason - To ensure the design of the development reaches a high standard.)
11. No services or storage of materials shall be placed within the area of the Plantations to be retained.
(Reason – To ensure the existing trees are not damaged.)
12. 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.)
13. No development shall commence until a timetable for the provision of the strategic landscaping to the public open space areas (including any boundary planting) has been submitted to and approved in writing by the Local Planning Authority. The planting shall take place in the agreed planting seasons unless otherwise agreed by the Local Planning Authority.
(Reason – To ensure that the landscape character of the site is established as quickly as practicable.)
14. Prior to any planting place within the site, in each and every planting season during the course of construction of the development, details of the progress

of the development indicating where dwellings have been completed and planting could at that time be implemented, shall be submitted to and agreed in writing by the Local Planning Authority. Planting adjacent to individual completed residential units shall be implemented in the first planting season following the completion of those units in accordance with the approved details unless the Local Planning Authority gives written consent to any variation.

(Reason – To ensure the landscape character of the site is established as quickly as practicable.)

15. Nine months prior to the projected hand-over of the landscaping/public open space to the adoptive body, or any other period agreed in writing by the Local Authority, arrangements shall be made for a site to be inspected by representatives of the Local Planning Authority, the developer and the adoptive body. At the site meeting all planting/seeding defects shall be identified in writing. The said defects shall be rectified, to the satisfaction of the Local Planning Authority, prior to the hand-over.
(Reason – To ensure the implementation of landscaping is satisfactory.)

16. All areas of land to be landscaped shall be fenced off with heras fencing and fully protected from damage and compaction prior to and during construction, unless otherwise agreed in writing by the Local Planning Authority.
(Reason – To maintain the soil structure and to ensure the trees and shrubs thrive.)

17. The precise details of the play equipment and associated benches and bins shall be submitted to and agreed in writing by the Local Planning Authority before the play areas are laid out. The work shall be carried out in accordance with the approved details.
(Reason – To ensure the details of the development are satisfactory.)

18. The location of the Conservation Kerbs shall be as shown on drawing number (S174) 10-054-005 Rev D. Before first occupation a scheme shall be submitted to and approved in writing with the Local Planning Authority to discourage vehicles parking on grass verge and public footpath. Development shall commence in accordance with the agreed details.
(Reason – In order to ensure the details of the development are satisfactory and to discourage vehicles parking on grass verges and public footpaths while making a positive impact on the visual appearance of the local area.)

19. No demolition, site clearance or building operations shall commence until all trees to be retained have been identified to, and agreed in writing by, the Local Planning Authority and until tree protection comprising weldmesh secured to standard scaffold poles driven into the ground to a height not less than 2.3 metres shall have been erected around trees to be retained on site at a distance agreed with the Local Planning Authority following B2 5873. Such fencing shall be maintained to the satisfaction of the Local Planning Authority during the course of development operations. Trees shown and agreed for retention shall not be lopped, topped or removed without the prior written approval of the Local Planning Authority and any tree surgery works shall be carried out in accordance with BS 3998. Any tree(s) removed without consent or dying or being severely damaged or becoming seriously diseased during the period of development operations shall be replaced in the next planting season with tree(s) of such size and species as shall have been previously agreed in writing with the Local Planning Authority.

(Reason – To protect trees which are to be retained in order to enhance the development biodiversity and the visual amenities of the area in accordance with Policies DP/1 and NE/6 of the adopted Local Development Framework 2007.)

20. No development shall commence on plot D187 (Gothic Style Dwelling), until precise details of dwelling orientation on plot, fenestration (including front door materials) and bargeboard materials including colour 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. These details will be permanently maintained, unless otherwise agreed in writing with the Local Planning Authority.

(Reason – The plot lies in a prominent position within the development and requires special treatment consistent with its prominence and importance, this shall include the use of traditional materials, as defined in Policy DP/2 of the South Cambridgeshire Local Development Framework Development Control Policies 2007.)

21. No Development shall commence until a Public Open Space Area Specification has been submitted to the Local Planning Authority as defined in the Agreement under Section 106 of the Town and Country Planning Act 1990 dated 29th September 2005.

(Reason – To ensure the detail and management of all areas of open space is adequately controlled.)

22. The development hereby permitted shall be carried out in accordance with the Schedule of Approved Plans labelled...

(Reason – To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)

23. This application should be read in conjunction with the Legal Agreement

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

- **Local Development Framework Core Strategy and Development Control Policies DPD**
- **National Planning Policy Framework**
- **Planning Applications S/1509/12/VC, S2167/11 and S/2288/10**

Case Officer: Andrew Phillips – Planning Officer
Telephone: (01954) 713169

Appendix 1

Phillips Andrew

From: Chris Howlett <mail@chris-howlett.eclipse.co.uk>
Sent: 21 August 2012 15:13
To: Phillips Andrew
Cc: Taylor, Clare
Subject: S/1509/12/VC Parish recommendation and comments
Attachments: S-1509-12-VC Parish response - Phase 3 Summersfield 20-08-12.doc

Dear Andrew

Please find attached the Papworth Everard parish council's recommendations and comments on the application to vary Condition 23 of the approval for Summerfield Phase 3. These were agreed at a meeting which took place on Tuesday 14.08.12.

I apologise for the slight delay in getting this to you. If you have any queries, please don't hesitate to contact me.

Best wishes,

Yours sincerely

Chris Howlett

Dr Christopher Howlett
Chairman of Planning Committee, Papworth Everard Parish Council
Tel 01480 831 800 | Mobile 07710 761 006

PAPWORTH EVERARD PARISH COUNCIL

Response to SCDC application No: S/1509/12/VC

Proposal: s73 application for variation to Condition 23 of planning approval S/2167/11

Location: Summersfield, part of Phase 3 (Plots D167 to D426). Papworth Everard, Cambridgeshire

Applicant: David Wilson Homes

Recommendation

The Parish Council recommends that the LPA refuses this application, largely on the grounds that the details of the proposed house designs, which, because they result from the developer's wish to provide a 'traditional premium product', do not reflect Papworth Everard's true background as a largely Twentieth Century conception. (Ref: paragraph 3.1 of the applicant's 'Planning and Design Statement')

Introduction

The parish council assumes that some details of the design have been proposed because the developer imagines that these are 'traditional' architectural elements of houses that exist in what is termed in the application a 'semi-rural location'. However, these 'traditional elements are not appropriate in Papworth Everard.

Supported by such publications as the District Design Guide, it is the parish's understanding that the design for housing in new housing areas should not only fulfil the objectives of the developer, but also respond to local styles typical of the wider village, in order to maintain a local distinctive character. There is a sound basis for this approach. Papworth Everard, up to the end of the First World War (1918), was a very small 'estate village' supplying staff for Papworth Hall and labour for local farms. (In 1911 (census) there were only 37 households in the village). The huge growth in Papworth Everard - to about 350 houses in 1980 and over 1000 households now - is almost entirely a Twentieth and Twenty-First Century phenomenon. The few houses that were present in 1918 were largely late Victorian and Edwardian 'cottages' provided for estate workers and farm labourers. Unlike some neighbouring villages, Papworth Everard does not have an accumulation of 'traditional, vernacular houses'. The character of the current village has been set by houses (and factories and the hospital) constructed largely in the 1920s – 1950s period by the Papworth Village Settlement, initially for recuperating TB patients and their families; their design was relatively plain, reflecting their period of construction, the need to be practical and the relatively limited construction budgets.

The parish council has been through detailed planning applications and proposed house designs for this area of Summerfield on at least two previous occasions, and supported by SCDC planners and urban designers unnecessarily elaborate elements of architectural design have been rejected in favour of plainer, simpler, unadorned facades that better reflect Papworth's true back story. Only a few months ago, the scheme (including house designs) was optimised at the time of a previous revision; the parish council finds it difficult to comprehend why such a short time later there is need for a further redesign.

General comments

The general principle of providing a greater number of family-sized houses and fewer apartments in this specific part of the Summersfield development area is supported. However, the parish council will expect that elsewhere within the development, smaller domestic units (apartments) will continue to be proposed and provided, so that a variety of accommodation will be available for purchase.

The 'materials legend' on the Materials Plan (Dwng no. (S174)10-054-004) appears to have been 'cut and pasted' from the previously approved scheme; it contains information that is now erroneous, and this should be corrected before any planning consent is given.

Layout

The Square – if there is to be a 2.5-storey or 3-story crescent on the south side of the Square, rather than the previously agreed manor-house arrangement, the parish council is at a loss to understand why the two storey 'Langdale' type has been inserted, which looks out of place and uncomfortably breaks up the roof line.

House Designs

General: Windows.

The window designs on the main facades of many of the houses indicate that they are subdivided into 9 (nine) or 12 (twelve) individual panes. This is considered to be unnecessarily elaborate and untypical of the village of Papworth generally.

The developer (David Wilson Homes) should adopt for Summersfield the much simpler designs of windows used on its other developments in Papworth - at North Lodge Drive/Jubilee Green and on Old Pinewood Way ('High Trees'), where the number of panes is much smaller. The simple three-fold, vertical division of the windows of houses on Old Pinewood Way is particularly elegant. (For an illustration, please see the figures that follow the text, below. These show houses built in Old Pinewood Way of the same type as some of those proposed for Phase 3 (P421), Summersfield. Please note: although the parish council supports the simple window designs used on Old Pinewood Way, there are other elements – e.g. stone lintels and sills – that the parish council still finds inappropriate, as the village is not in an area where dressed stone was traditionally available for building details). The developer may feel that it does not wish to reproduce the window details it has used elsewhere in

the village to avoid uniformity; however, it is the parish's opinion that the use of different walling and roofing materials at Summersfield will result in houses of a significantly contrasting character to the existing houses.

In all the designs where 9- or 12-pane windows appear, these should be simplified. (No further comments are made on the windows in the specific comments on house types, below).

General: Chimneys

Relatively few of the house types include chimneys. Consideration should be given to adding chimneys where appropriate, particularly on the larger houses.

Specific comments on house types

Where a house type does not appear below, the parish council has no particular comment to make, except that the general comment on windows applies.

T307-E-5 Plots 208, 209, 210, 211 & 214

Dormer window should be above left or right hand first floor window. Front door should be brought in line with first floor window (if this is not possible, then consider using a different house type). Delete the four small detailing in the upper part of the windows. The small diamond pane in front door is too small – should be replaced with larger rectangular window.

T320-E-5 Plots 188-191 & 232, 233 & 234

This is an extremely very unattractive house type. The front door hood crashes into the ground floor window lintel. The front door should be aligned with the first floor window above it. Using both dormer and 'Velux' on the front roof is unpleasing – and the dormer should not sit on the edge of the roof. *If these elements cannot be altered easily, a different house type should be substituted – or in the case of Plots 232-234, no. 234 should be differently handed to balance the other two.*

T320-E-5 Contemporary Plots 236 & 237

This is a very unattractive house type. The front door should be aligned with the first floor window above it. Dark glass has been inserted to create a vertical design element on the left hand of the front facade, and yet the front door is out of line with the first floor window on the right of the house. Using both dormer and 'Velux' on the front roof is unpleasing – and the dormer should not sit on the edge of the roof. *If these elements cannot be altered easily, a different house type should be substituted.*

T320-5-E (The Square) Plots 216, 217 & 219

This is an extremely unattractive house type. The front door hood crashes into the ground floor window lintel. The front door should be aligned with the first floor window above it. Using both dormer and 'Velux' on the front roof is unpleasing – and the dormer should not sit on the edge of the roof. *If these elements cannot be altered easily, a different house type should be substituted.* In addition, the six-

panelled door and door surround is too elaborate for this smaller house type and should be replaced by a four-panelled door, or 'cottage' door. Remove the incised render to the ground floor.

H404 Plot 186

The 'cottage-style' door, should be 'upgraded' to a four-panel door for this significant (4-bed) house type.

H404---5 Plots 172, 175, 195, 202

The front door and its surround are too elaborate for the house, particularly as they are immediately adjacent to the garage door. Use a four-panelled door and remove dentil course from above the garage door.

H414---5 Plots 204, 206, 242

For simplicity remove dentil course from top of ground floor. Use four-panelled front door. The first floor windows obscuring the dentil course at the eaves is unattractive – heighten walls above first floor windows.

T427---5 Plots 251 & 220 (The Square)

Remove the rusticated rendering on the ground floor facade. (The houses would be extremely elegant without this feature. The parish council was assured that such a finish would only be used on the KV1 town houses in the Barratt's portion of Phase 3).

H451---5 Plots 194, 196, 198 & 240

Front door surround too elaborate – remove 3-panelled fan light. First floor windows obscuring dentil course - raise wall above windows. Consider removing dentil course from above drive-through access.

H455---5 Plot 225

Very large blank gable at side wall -- add window detail
Front door surround too elaborate – remove 3-panelled fan light. First floor windows obscuring dentil course - raise wall above windows.

H456---5 Plots 182, 200 & 246

Front door surround too elaborate – remove 3-panelled fan light. First floor windows obscuring dentil course - raise wall above windows.

H469---5 Plots 171, 174, 177, 193, 199, 201, 205, 226, 228 & 241

First floor windows obscuring dentil course - raise wall above windows.

P470/w5 Plots 181, 197

Large blank gable overlooks a 'footpath link' on plot D197 - consider adding some additional windows.

H500 Plots 244, 203

Dormers unbalance the facade – they should be moved directly above the outer first floor windows.

H533---5 Plots 176, 179

Dormers appear unbalanced – should be moved above either inner or outer first floor windows. A large house type – walls should be raised above first floor windows to allow insertion of brick soldier lintels.

H536---Y5 Plots 180 & 192

Velux roof lights are used at the front of the house. This is untypical of the houses generally – consider replacing with dormers.

H597---5 Plots 169, 178, 222, 239 & 245

Lintels should be added above first floor windows. Dormers should be relocated to a position directly above first floor windows.

'Langdale' Plot 218

6-panelled door is too elaborate for this small house type – replace with four-panelled, or 'cottage' type. Bay window does not sit comfortably on this house type. Remove the incised rendering to the lower storey.

Boundary treatments

It is essential that all boundary walls are constructed with adequately deep foundations on the local clay soils.

Papworth Everard Parish Council

20th August 2012

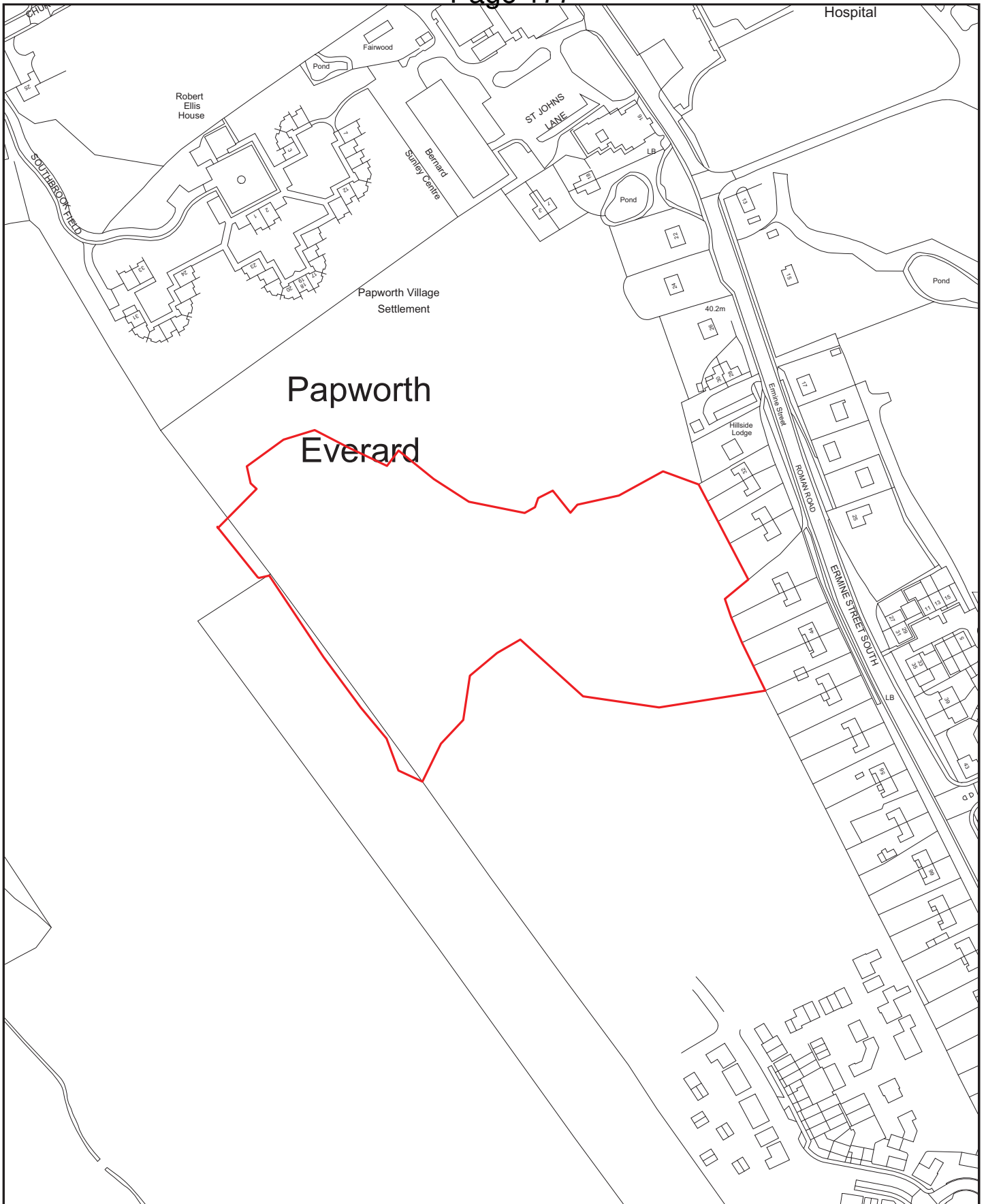
Upper Pendrill Court

Papworth Everard

Cambridge CB3 3UY







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Cambridgeshire
District Council

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Scale - 1:2500
Time of plot: 14:43

Date of plot: 22/11/2012

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

5 December 2012

AUTHOR/S: Planning and New Communities Director

S/1444/12/FL – LITTLE WILBRAHAM
New Chimney, Increased Height of Side Wall and Air Conditioning Units to
West Elevation, and New Gates and Piers to Southern Boundary (PARTLY
RETROSPECTIVE)
The Scholars, Rectory Farm Road
for Mr Edward Wells
Recommendation: Approval

Date for Determination: 5 September 2012

This Application has been reported to the Planning Committee for determination on the request of District Councillor Robert Turner

To be presented to the Committee by Andrew Winter

Site and Proposal

1. The Scholars is a semi-detached dwelling dating back to 1860 when it accommodated the village school and the headmaster's residence. The building was later used as two separate dwellings and is now known as The Scholars and 2 Rectory Farm Road. The application site is located at the junction of Rectory Farm Road and Great Wilbraham Road and within Little Wilbraham Conservation Area and village framework. The land to the east of the site is farmland within the Green Belt and on the opposite side of Rectory Farm Road is Reed Cottage a Grade II listed building.
2. The application, validated on 11 July 2012, seeks approval for a new chimney to enclose an existing unauthorised flue to the west elevation of the dwelling. On this elevation also the applicant seeks retrospective approval for 4 air conditioning units located upon a flat roof and an increase of 0.75m in the parapet side wall to screen these air conditioning units. To the southern boundary the application seeks approval for gates and gate piers serving the vehicular access to the site (retrospective permission is sought only for the gate piers in this instance). The existing detached outbuilding to the east side of the site has been omitted from the application and will be required to be removed under the planning enforcement notice currently in place on the site, as detailed below.

Site History

3. S/0797/10/F – Planning permission was granted and implemented for a rear two storey extension to the existing house comprising a kitchen, dining room, study and family bathroom
4. Planning Enforcement Notices 4816 & 4817 were appealed with permission granted for the roof lantern on the rear extension (as seen to the west side of the dwelling) and enforcement action upheld on all other elements of the

development, requiring the following measures to be complied with by 15 August 2012:

- a) removal of the stainless steel extraction flue together with all exterior brackets and supports to the west side of the extended dwelling;
 - b) removal of the four air-conditioning units and associated cabling and pipework;
 - c) remedial works to the southern boundary wall and piers to ensure no part exceeds 1m;
 - d) removal of the garden outbuilding to the east side of site;
 - e) removal from the affected land of all scrap and surplus material resulting from compliance of (c) and (d).
5. The aforementioned planning enforcement action is at present pending the outcome of this planning application.

Planning Policy

6. The **National Planning Policy Framework** promotes a presumption in favour of sustainable development having regard to the soundness of the development plan and the policies therein. It confirms that planning obligations should only be sought where they are necessary to make the development acceptable in planning terms; they directly relate to the development; and are fairly and reasonably related in scale and kind to the development.
7. **South Cambridgeshire Local Development Framework Development Control Policies 2007:**
DP/1 Sustainable Development
DP/2 Design of New Development
DP/3 Development Criteria
DP/7 Development Frameworks
CH/4 Development Within the Curtilage or Setting of a Listed Building
CH/5 Conservation Areas
NE/15 Noise Pollution
TR/2 Car and Cycle Parking Standards
8. **South Cambridgeshire LDF Supplementary Planning Documents (SPD):**
District Design Guide SPD – adopted March 2010
Development Affecting Conservation Areas SPD – adopted January 2009
Listed Buildings SPD – adopted July 2009

Consultation by South Cambridgeshire District Council as Local Planning Authority

9. **Little Wilbraham Parish Council** - Recommends refusal in respect of each element of the development as follows: (1) the retention of the flue is contrary to the enforcement appeal decision and would be visually disruptive to the original design of the rear extension; (2) the air conditioning units are contrary to the enforcement appeal decision as is the raised parapet wall to screen these units; concern also exists regarding the noise and disturbance of these units to the immediate neighbour; (3) the outbuilding is contrary to the enforcement appeal decision; (4) concern exists regarding the width of the gateway and the safety of the gated access; (5) the roof lantern should be agreed with the building inspector.

10. **Acting Environmental Health Manager** – Noise from the 4 air conditioning units is noticeable from the facing bedroom window at 2 Rectory Farm Road and has the potential to be a problem for the adjoining neighbour. However, the applicant and neighbour have come to an agreement that the air conditioning units be shut off overnight and since this measure has been taken it has not been a problem for the neighbour. Alternative locations have been considered for the units, but the neighbour at No.2 believes that the suggested alternative positions are likely to give rise to noise in another area.
11. Consequently, a good compromise has been reached between the neighbour and the applicant, and if planning permission is granted a condition is recommended that precludes the use of the air conditioning units between the hours of 21.30-08.30 hours on any day. Conditions are also recommended to ensure the units are maintained throughout their life and the proposed parapet wall is implemented in order to screen the units.
12. **Conservation Officer** – The proposed raised brick parapet is considered acceptable as well as the bricking-in of the flue, subject to better coping detail for the proposed chimney. The wide vehicle access should be reduced if possible and the outbuilding is not supported in this application as it is over prominent.
13. **Local Highway Authority** – Recommends a condition requiring the gates to be set back at least 5m from the near edge of the highway boundary. The parking layout is constrained and unfeasible and the applicant needs to show spaces that are 2.5m x 5m with a manoeuvring area that is demonstrably capable of allowing a vehicle to turn and leave the site in forward gear.
14. **Building Control** – It is feasible that the proposed chimney to the west elevation of the building can be satisfactorily built in its location next to the party wall. However, it is slender and tall in form and should be checked by the architect's engineer to ensure it is structurally sound.

Representations by Members of the Public

15. District Councillor Robert Turner – Comments to follow in the update report.

Material Planning Considerations

16. The main issues in this application are:
 - the impacts of the proposal upon the Conservation Area
 - the residential amenity of immediate neighbours;
 - parking and highway safety.

Impact Upon the Conservation Area

17. The existing unauthorised garden outbuilding has been removed from the planning application and is required to be removed from the site in accordance with planning enforcement notice served at appeal. Therefore, the assessment of this application concerns all other aspects of the development, taken in turn as follows:

Chimney

18. The chimney would be of similar height and design to the existing chimney to the end of the rear extension and amended drawings have been submitted to confirm the capping to this chimney. The proposal would use matching brickwork to the rear extension and given its relatively slender form and subservient height to the prominent side gable of the School House it is not considered to be unduly prominent within the local area. It would result in a busier west elevation compared to the original simplicity of the rear extension scheme; however, at the same time the chimney would break up the large massing of brick wall on this elevation, which presents little visual interest.
19. The main concern in the enforcement appeal surrounded the ability to build this chimney close to the party wall. The Council's building control team has confirmed that the proposal is not in conflict with building regulations in this respect and the applicant has confirmed with his architect that the slender form of the stack is structurally possible.
20. Overall, the chimney is not considered to present an unacceptable adverse impact upon the building's character nor the character and appearance of the Conservation Area, in accordance with Policy CH/5.

Parapet Wall and Air Conditioning Units

21. The proposed parapet wall height increase has been conceived to address the visual harm of the existing air conditioning units, as viewed from the surrounding area. The proposed height difference in the parapet wall would provide sufficient screening to these units to mitigate their visual harm and the submitted plans will be conditioned to ensure matching brickwork.

Gates and Piers

22. As noted by the Planning Inspector in paragraph 30 of the enforcement appeal decision, the Conservation Area is characterised by a variety of boundary treatment including brick walls that exceed one metre in height and, consequently, there is scope for allowing the gate piers to exceed one metre to provide necessary emphasis to the gateway. In the case of the appeal, the existing gate piers were refused with regard to their siting and the 'potential harm' of an over-dominant vehicle entrance. Such a decision was based on what was effectively an unfinished boundary scheme and the Inspector paid heed to the need to consider both the type of gates and the width of the proposed access together. As built, the unfinished scheme with its exposed brick piers is agreeably obtrusive and dominant but any further consideration of the type of gates and finishing to the piers was not possible within the enforcement appeal.
23. In this application, there is opportunity to give further consideration to the overall southern boundary treatment. The style of the proposed gates is rural in appearance with its timber construction and open top bar detailing combined with a downward sloping form to maintain a low height close to what would otherwise be permitted development in terms of boundary treatment. The 'potential harm' of a dominating vehicular access is therefore considered to be overcome by these additional details, which the Inspector noted in paragraph 31 of the appeal decision would be a matter for agreement with the Local Planning Authority.

24. Consequently, the revised development is considered to sufficiently address the harm outlined in the planning enforcement appeal and accord with Policy CH/5.

Residential Impact

25. The concern with regard to residential amenity in this application relates solely to the noise impact of the air conditioning units, which has been assessed by the Council's environmental health section. The findings of this assessment show that, whilst the air conditioning units do result in a certain degree of noise, the neighbour and the applicant have come to an agreement to restrict the hours of use of these units in order to mitigate their impact. Accordingly, a condition is recommended to control the hours of use of the units.
26. A further condition is recommended to ensure the building up of the parapet wall, as proposed in this application, and a timescale for this will need to be agreed. The maintenance of the air conditioning units is the responsibility of the owner and to condition such would prove difficult to enforce for the Local Planning Authority. Therefore, a planning informative is suggested to relay this advice to the applicant.
27. Consequently, subject to conditions, the development is not found to result in unacceptable adverse harm to the residential amenity of immediate neighbours. This assessment is based on recent investigation of the air conditioning units and therefore differs from the appeal decision given the updated situation between the applicant and the neighbour and the mitigation measures in place.

Parking and Highway Safety

28. The applicant has submitted revised drawing 2001-014-F (amended 7 November 2012) to confirm that the proposed gates would be set back behind the gate piers providing the necessary 5m distance to the public highway to enable a car to park clear of the carriageway.
29. It is understood that parking on the site is historically limited with no facility to enable vehicles to turn and leave in forward gear. The development provides a wider access for cars but does not impact upon the parking provision, which provides at least 2 parking spaces. Consequently, the development meets the Council's parking standards set out in Policy TR/2 and does not pose any increased safety risk to users of the public highway in accordance with Policy DP/3.
30. The application is therefore considered acceptable without the retention of the outbuilding, which will now be demolished as required by the enforcement appeal decision.

Recommendation

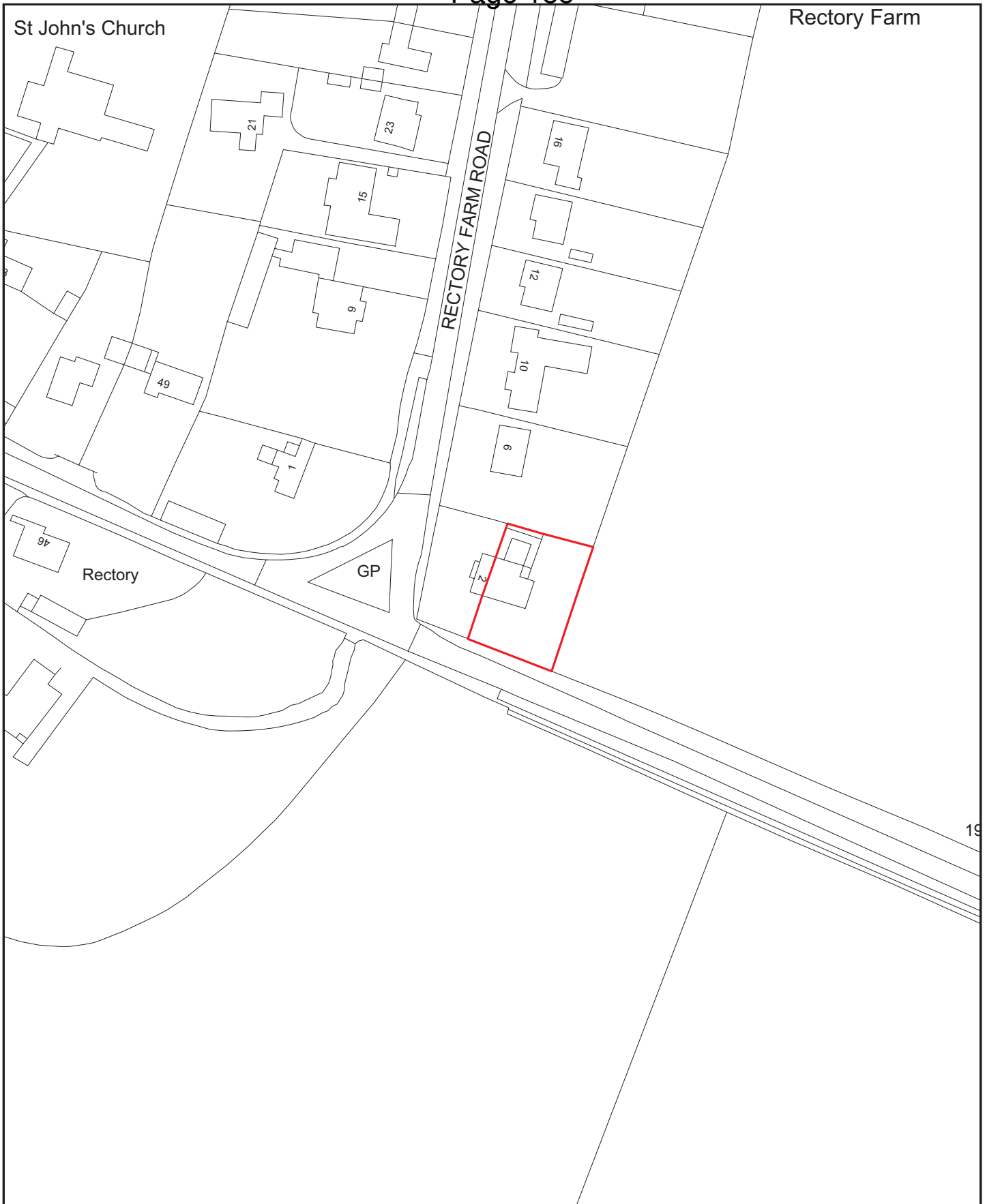
31. Approval, subject to the following conditions:

1. **The development hereby permitted shall be carried out in accordance with the following approved plans: 2001-012-F and 2001-014-F.**
(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)
2. **The development, hereby permitted, shall be carried out in accordance with the following:**
 - i) **Within 2 months of the date of this decision there shall have been submitted for the written approval of the Local Planning Authority a timescale for the completion of the development in accordance with the approved plans of this application.**
 - ii) **Within 4 months of the date of this decision, the timescale in (i) above shall have been approved by the Local Planning Authority or, if the Local Planning Authority refuses such a scheme, or fails to give a decision within the prescribed period, an appeal shall have been lodged and accepted by the Secretary of State;**
 - iii) **In the event of an appeal being made in pursuance of requirement (ii) above, that appeal shall have been finally determined and the submitted timescale shall have been approved by the Secretary of State.**
 - iv) **All works as approved in this application shall be implemented and completed within the approved timescale.**
(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy CH/5 of the adopted Local Development Framework 2007.)
3. **The air conditioning units, hereby permitted, shall not be operated after 2130 hours and before 0830 hours on any day.**
(Reason - To protect the amenities of adjoining residents in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
4. **The gates, hereby permitted, shall be of timber construction.**
(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy CH/5 of the adopted Local Development Framework 2007.)

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

- Local Development Framework Development Control Policies DPDs and Supplementary Planning Documents.
- National Planning Policy Framework

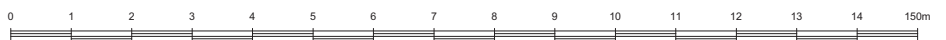
Contact Officer: Andrew Winter - Planning Officer
01954 713082



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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

5 December 2012

AUTHOR/S: Planning and New Communities Director

S/1855/12/OL – GREAT WILBRAHAM

Residential development to provide six dwellings comprising three two-bedroom dwellings, two three-bedroom dwellings and one four-bedroom dwelling and vehicular access (outline planning permission including details of access, layout and scale).

Recommendation: Approval

Date for Determination: 5 November 2012

Members will visit the site on 4 December 2012

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

Conservation Area

The application will be presented by Ray McMurray, Principal Planning Officer.

Site and Proposal

1. The application relates to a vacant parcel of land 0.33 ha located to the rear of four terraced houses Nos12-18 The Lanes at the northern fringe of the village. The site is adjoined by agricultural land to the north east. To the south east the site is bounded by the rear garden of No.76 Angle End, and to the south west by the landscaped setting of Wilbraham Baptist Church. Access to the site is gained from a minor cul-de-sac track from Angle End. The village primary school is located 50 metres to the west, accessed from The Lanes.
2. The north eastern and south western boundaries are marked with mature trees.
3. The site lies within Great Wilbraham conservation area. The Church of St Nicholas, which is located some 100 metres to the south west of the site, is listed grade 2 star. The agricultural land to the north east is designated as part of the historic park of Wilbraham Temple. In the LDF, the adjacent agricultural land is within the Cambridge Green Belt and the development framework limit runs along this boundary.
4. The outline application, dated 3 September 2012, proposes the erection of six dwellings on the site and the formation of a vehicular access directly onto The Lanes. The application shows a layout of dwellings in a courtyard, with three smaller dwellings (2-bed) in a terrace, a pair of larger semi-detached dwellings (3-bed) and a single detached dwelling (4-bed). The scale of the houses is given as 1.5 storeys for the smaller terraced dwellings and 2.5-storey for the larger houses. Parking for 9 cars is to be provided. The density is 27 dwellings per hectare.

5. Amended drawings were received 19 November 2012 to show the removal of the garage adjacent the front elevation of the detached house to enable landscaping of the boundary with the Baptist Church. Revised landscaping details have been provided that show:

- the removal of the existing conifers on the boundary with the Baptist Church;
- the raising of the crowns on the parkland boundary to 5000mm;
- strategic replanting with beech and silver birch trees; and
- the establishment of a native species hedge along the boundary with the 'Park',

The landscaping changes are intended to (a) obviate the concerns raised regarding 'shading' of the terrace comprising dwellings 1, 2 and 3, (b) improve the overall 'rural appearance' of the site and (c) provide for improved sunlight into the site as a whole.

6. The proposal has been the subject of extensive pre-application discussion with officers.

Planning History

7. S/1174/75/O One dwelling and garage Refused 1975

Planning Policy

LDF Adopted Core Strategy Development Plan Document (2007)

ST/6 (Group Villages)

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. Development may exceptionally consist of up to about 15 dwellings where this would make the best use of a single brownfield site.

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

DP/1 Sustainable Development

DP/2 Design of New Development

DP/3 Development Criteria

DP/4 Infrastructure Provision

DP/7 Development Frameworks

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

HG/1 Housing Density

HG/2 Housing Mix

HG/3 Affordable Housing

NE/1 Energy Efficiency

NE/6 Biodiversity

CH/4 Development within the Curtilage or Setting of a Listed Building

CH/5 Conservation Areas

TR/1 Planning for More Sustainable Travel

TR/2 Car and Cycle Parking Standards

South Cambridgeshire Local Development Framework Supplementary Planning Documents

Development Affecting Conservation Areas SPD (2009)

Open Space in New Developments SPD (2009)

Trees & Development Sites SPD (2009)

Biodiversity SPD (2009)

District Design Guide SPD (2010)

Consultation

8. The Parish Council recommends refusal on the following grounds, stating:
- a) **'Access** - The proposed new access onto The Lanes is likely to add to already existing problems in that area. Inconsiderate parking during school drop off and pick up times will be compounded along with concerns about increasing levels of traffic (including HGV's). It is felt that Highways will need to look at this carefully with a view to expanding the yellow lines and moving the 30MPH restriction further down to the village entrance. Traffic does not slow down in enough time before reaching this point.
 - b) **'Low Cost Housing Provision** – It is felt that we cannot really comment properly on this application without knowing the agreed arrangements for this provision. The applicants have indicated that they are not able to provide LCH on this site but there is no written mention of how this would be dealt with. We are keen to provide LCH in our village but do not currently have any sites allocated.
 - c) **'Parking on site** – There are only 9 car parking spaces shown for 6 properties which is not felt to be enough. Realistically there should be a minimum of 2 per house, probably more for the larger properties and there should also be some allowance for visitor parking. Whilst the provision of 15 bike spaces is an admirable environmentally friendly gesture, given the rural nature of the village it is felt that bikes cannot be used as an alternative to a car.
 - d) **'Biodiversity** – The report is not a true representation of the site and evidence has been submitted from a long time ago. Anecdotal evidence shows that there is a vast amount of wildlife on and using the site which will be lost.
 - e) **'Height of the buildings** – The proposed houses will be much higher than surrounding properties which will cause overlooking of houses and gardens, which is exacerbated by the 'back land development'.
 - f) **'Sewerage and Flooding** – Many parts of the village, and particularly Angle End already experiences problems with sewerage smells because of overload of the antiquated system. We would like a guarantee from Anglian Water that this development will not increase this existing problem. The layby is a flash flooding point and we would like to know how the additional buildings would impact on this and how it would be dealt with.
 - g) **'Consultation** – A number of near neighbours have not been consulted prior to this application. There is a great deal of unrest and concern about this particular development from most neighbours.
9. **Head of Housing Strategy and Development-** The applicant is willing to commit to affordable housing but it is not agreed whether this should take the form of on-site or a commuted sum. The scheme has been valued for the purposes of a commuted sum in lieu of on-site provision. The figures have not been agreed and it has not been confirmed that on-site provision could not be achieved at a later date when detailed consent is sought.
10. **Environmental Health** – No objection subject to conditions.

11. **Ecology Officer**- No objection to the development. Whilst acknowledging the potential of the site and grassland and hedgerow habitat for reptiles it is usually possible for these to be accommodated within the development site. Recommended condition to be attached for detailed surveys for bats and reptiles to be carried out prior to development, and for protection of nesting birds.
12. **Landscape Design Officer**- Additional planting to supplement the existing planting adjacent to the Baptist Church is necessary to soften the new development. Additional planting at the entrance is recommended, as conditions.
13. **Trees and Landscape Officer** – the revised strategy for tree management and planting submitted by the agent is acceptable, subject to detailed conditions.
14. **Urban Design Officer** – Comment that the farmyard building group is an appropriate design approach to the setting and location. The garage to the front of the farmhouse looks incongruous. The massing of the farmhouse and barn should be adjusted to show the barn as the higher building.
15. **Conservation Officer** - The Conservation Officer recommends refusal of the scheme as originally submitted. The CO comments that this part of the village is one building deep following the road, giving a strong linear character to the settlement pattern and with green wooded backdrop and rural character providing the transition from settlement to countryside, and as described in para 3.18 (page 27) of the Design Guide.
16. The position of the site is important and prominent, being opposite the grade II* listed Church and as a backdrop to the nineteenth century Chapel (a heritage asset). It is partly screened from the green by a hedge & some trees, but some are deciduous giving more views in winter and the proposal would also involve the removal of some of this screening.
17. The Conservation Officer considers that consistent advice has been given that this site would not be appropriate for development due to its undesirable back land form which would be out of keeping with the character of the Conservation Area and this part of the village, the reasons for the refusal of S/1174/75.
18. In addition, the Conservation Officer has concerns about the lack of certainty and the scale, form & design of the indicative scheme. The lack of certainty is due to the form of the submission as an outline application, which provides insufficient clarity where a context is particularly sensitive.
19. Although designed in a farm/outbuilding style, the scale, proportions and height of the proposal are competitive rather than subservient to the buildings in which they become a backdrop. The top heavy proportions, numerous domestic openings & contrasting details such as the dormer balcony add to complexity and therefore to the competition.
20. The prominence of the proposed garage, together with the loss of important screening at this position, would add to the harm.
21. The proposal would therefore result in a moderate level of harm to the conservation area (CH/5) and (CH/4) settings of the grade II* listed church and the chapel (a heritage asset & positive building in the conservation area), due to its position, prominence, height, scale & form.

22. When providing previous advice, the Conservation team considered a possible affordable housing scheme for the site, in which case it was advised to consider a scheme of a farmstead layout, as the public benefit would potentially outweigh the harm. In this application, there is no significant special benefit of this type and therefore the harm would outweigh the benefit.
23. The comments of the Conservation Officer on the amended scheme will be reported to Members when received.
24. **English Heritage** – The site has the potential for some impact on the character and appearance of the Great Wilbraham conservation area. The Lanes and the northern part of Angle End are characterised by a single row of dwellings, albeit set at varying distances back from the roads. A farmyard grouping is an appropriate model for development on this site. The number of houses may give an over-developed appearance. If the pair of houses in the weather-boarded ‘barn’ were to be removed the site might have a ‘looser’ appearance.
25. It is difficult to define the extent of the harm as the application is in outline, but it would not be substantial and could be mitigated by careful attention to scale, form and massing. Any approval should be linked to the scale massing and form of buildings shown in the submitted drawings. Reducing the number of units to, say, 4 would also reduce the risk of harm.
26. Any residual harm would need to be weighed against wider public benefits, which might include helping to sustain the viability of the village and its institutions, and possibly delivering affordable housing. It would be up to the Local Planning Authority to determine whether the wider public benefits would outweigh the harm.
27. **Local Highway Authority**- No objection subject to conditions to ensure surface water drainage away from the highway and suitable surfacing of the access road to prevent debris falling on the adopted highway.
28. **County Archaeology** – The site has a high potential for archaeological interest. Recommended standard condition to secure a programme of archaeological investigation.
29. **County Council Growth & Economy** – The site lies within the catchment area for Milton Household Recycling Centre where a financial contribution for strategic waste infrastructure will be required.
30. **Anglian Water**- The sewerage system has capacity for the expected flows and there is capacity at the Teversham sewage treatment works to cater for it.
31. **Environment Agency** – the scheme is within Flood Zone 1 (low risk).

Representations

32. Representations have been received from 64, 74 and 76 Angle End on the following grounds:
 - a. Danger from more vehicular movements at an already perilous junction of two narrow roads outside the village primary school, especially to children and parents crossing the road.
 - b. Households are likely to have two cars each- insufficient parking provision;
 - c. Parked cars from visitors to the school reduce the useable carriageway to one lane at peak drop-off and pick up times. Cars also park in the narrow cul-de-

sac leading to the site. There is traffic at the junction of The Lanes and Angle End adding to the dangerous confusion of vehicle movements.

- d. There is a steady stream of cars and lorries at rush hours on the Lanes and Church Street.
- e. Loss of yet another open 'green' space in the village. Previous applications have been refused as backland development.
- f. The site is a wildlife haven for bats and birds, foxes, deer, stoats, weasels, lizards, hedgehogs and grass snakes. The biodiversity report is out of date.
- g. Harm to the conservation area from backland development.
- h. Sewers in the area are regularly blocked. This has not been properly resolved by Anglian Water.

Response from the agent

- 33. The response of the agent to the concerns raised by Great Wilbraham Parish Council and the occupiers of 74 Angle End are attached as Appendix 1.

Planning Comments

Principle of development

- 34. The location of the site is in a sustainable position within the village framework and the scale of development is within the limits indicated in Policy ST/6 for a Group Village. The scheme has not been finally determined in terms of affordable housing provision but this is accepted by the Head of Housing Strategy and Development after discussions with the applicant. The density of development is below the minimum requirement of Policy HG/1 but is acceptable taking account of the fringe-of-village location and conservation interests. An acceptable scheme for infrastructure provision has been put forward by the applicant. The principle of development of the site is considered to be acceptable.

Affordable Housing

- 35. The possibility of provision of affordable housing onsite has not been excluded by the applicant and may be possible if reviewed at the time of submission for detailed reserved matters consent.

Layout

- 36. The design of the site in the form of a farmyard court is considered to be acceptable and has been accepted by English Heritage. The scale of buildings is varied and the external treatment of each would serve to echo the approach taken.

Conservation

- 37. The concerns of the Conservation Officer are noted but the degree of harm caused to the character and appearance of the conservation area is not considered to be substantial and therefore to be outweighed by the benefit to the village of a carefully conceived design and the contributions towards infrastructure including affordable housing that would be delivered. The suggestion of a reduction in numbers of units put forward by English Heritage is not considered to be warranted given the limited benefit to the character and appearance of the conservation area that would result from it. The detailed design of buildings would be required to be the subject of an application for reserved matters consent.

Traffic and parking

- 38. The concerns of the Parish Council and local residents about safety on the Lanes arising from the proposed new access are not confirmed by the Local Highway Authority. Parking provision is in accordance with Policy TR/2.

Biodiversity

39. The concerns of the Parish Council and local residents about the wildlife value of the existing site are noted. The application has been supported by a biodiversity statement. The Ecology Officer agrees that further biodiversity surveys should be carried out before any development commences in order to mitigate any specific harm to identified species.

Other matters

40. Anglian Water has confirmed that the sewerage system and STW capacity are adequate to deal with flows arising from the development.
41. Neighbours in Angle End and The Lanes were provided with notification letters of the application and a notice was posted on site. A notice was placed in the Cambridge News. It is considered that publicity for the application has met the statutory required standards.

Recommendation

42. Approval subject to the following conditions (summarised)

Conditions

1. Commencement
2. Submission of reserved matters
3. Landscaping and boundary treatments
4. External materials
5. Biodiversity surveys and enhancement
6. Access and parking
7. Withdrawal of permitted development rights for extensions.
8. As required by Health and Environmental Services.
9. Archaeological investigation.
10. Scheme of infrastructure provision including affordable housing.

Informatives

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

- South Cambridgeshire LDF 2007
- Planning file res S/1955/12/OL

Contact Officer: Ray McMurray- Principal Planning Officer
Telephone: (01954) 713259

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Our ref: SJG/rah/TW32-13887

Your ref: S/1855/12/OL

5th October 2012

R McMurray Esq
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Dear Mr McMurray

**MRS I RICHARDSON
LAND TO THE REAR OF 12-18 THE LANES, GREAT WILBRAHAM**

I write in response to your e-mail received on 27th September enclosing a copy of the letters received from the Mr and Mrs Start, the owners of 74 Angle End, Great Wilbraham and the Great Wilbraham Parish Council.

In response to the points raised, I comment as follows;

1. Conservation Area

From the outset of the planning process, it was acknowledged that the site is situated within the village 'Conservation Area'.

The pre-application submissions and discussions with South Cambridgeshire District Council, details of which are contained within the Design and Access Statement, have focused on the scale and design of the development and reflect the comments received from the Planning and Conservation Departments.

Notwithstanding that the application is for 'outline' consent, at the request of the Council, the architects produced a total of seven layout options for consideration, together with indicative elevation drawings to clearly demonstrate the scale of the buildings proposed.

It should further be noted that, due to the designation of the site as being within the village 'Conservation Area', the number of dwellings proposed was, at the request of the Council, reduced from eight down to six, resulting in a housing density of circa 19 per hectare; i.e. well below the recommended development density and reflecting the setting of the proposed development.

2. Access

At the outset of the planning process, Cambridgeshire County Council Highways were consulted on the options available for the development of a new access to serve the site.

The subsequent Highways Statement and detailed design drawings prepared by Mike Ford Associates were approved by the County Council and were submitted as an Appendix to the Design and Access Statement.

3. Biodiversity

I forwarded on both letters to Mr K Wells of Little Green Consulting Limited who undertook the Biodiversity Report on behalf of our client.

His comments, in response to the points raised, were as follows;

The Phase 1 survey is designed to assess the habitats for any potential protected species that may be using the site. The use of historical records is normal in this type of survey: the records are provided by the Local Biological Records Centre, and enable the status of rare and protected species to be taken into account as an indication of species that could be present on, or adjacent to, the site.

The Phase 1 survey highlighted the potential for nesting birds, bats in trees and reptiles, and further survey would be carried out before any works start on the site to identify how (or if) these species are using the site, and enable mitigation to be put in place as necessary to protect, and enhance the wildlife. There would be no impact on protected species, and mitigation would ensure that the site is enhanced for wildlife post development. Should bats be using the trees to roost, then the trees will be retained within the layout, and lighting designed to ensure that the roost are not impacted. Landscaping would include native and wildlife attracting species to enhance the foraging opportunities on the site. If populations of reptiles are using the site, the site would be fenced prior to any construction activities with reptile exclusion fencing to ensure that no reptiles from the surrounding area are harmed. Reptiles within the site boundary would be translocated to an off-site (or on-site if population size is small) receptor area. A detailed mitigation strategy would be agreed with the Local Planning Authority and Wildlife Trust, and implemented in full prior to any ground works.

Any clearance of scrub or trees would be carried out outside the nesting bird season or following an assessment for nesting birds by a suitably qualified ecologist, to ensure that no birds are harmed by the proposals. Again landscaping would include berry and nut bearing species which would enhance the foraging potential of the site for birds, post development, and nesting boxes would be included to provide additional nesting opportunities.

The Biodiversity Report was submitted as part of the pre-application process to enable the Councils' ecologists to review and comment on it. No further survey work was requested by the Council. It should be noted that the remedial and mitigation works outlined above, will form part of the application for full planning consent in due course.

4. Sewage and Flooding

The site lies outside of a Flood Risk Area and, to this end, I would draw your attention to the information contained within the Design & Access Statement.

With regard to the Parish Councils' comments regarding the possible overloading of what they consider to be an antiquated sewage system, I have contacted Anglian Water who, as you will probably be aware, would not normally comment on developments of less than 10 dwellings as any development below this number is unlikely to have any 'significant impact' on the existing facilities. In this instance, however, Anglian Water have confirmed that they will provide a 'formal comment' on the Scheme.

5. Low Cost Housing Provision

I would refer you to; (a) our correspondence with four 'Affordable / Low Cost' Housing Associations, (b) the e-mail correspondence between myself and South Cambridgeshire District Council and a (c) the draft Section 106 Agreement providing for an offsite contribution towards affordable housing contained within the Affordable Housing Statement submitted as part of the application.

At my last meeting with the Parish Council, we did discuss the response received from the Housing Associations and that provision was proposed for an 'offsite' housing contribution.

6. Parking On Site

Parking has been provided for as advised during pre-application stage and to meet requirements set out within the Development Control policies DPD, which require an average of 1.5 spaces per dwelling across the development. The policies further seek to encourage the use of more sustainable forms of transport i.e. by bicycle or public transport.

If required, the provision of parking could be reviewed at a full application stage, as the current application, although detailed in some respects, is for 'outline' consent.

7. Height of the Buildings

It is stated by the Parish Council that the proposed houses will be much higher than the surrounding properties which will cause overlooking of houses and gardens which is exacerbated by the 'back land' development.

As mentioned in Point 1 (Conservation Area) above, the scale and design of the proposed development has been undertaken having regard to the setting and constraints of the site. We would refer you to sections 2.5.10 and 2.5.12 of the Design and Access Statement submitted, which confirms that the highest dwelling of 2.5 storeys is approximate in height to Great Wilbraham Baptist church. The three bedroom and two bedroom dwellings step down in height to address comfortably the lower height of the existing cottages at 12-18 The Lanes.

Supplementary landscaping, which would form part of a full application would deal with the points raised regarding the overlooking of the gardens to the rear of the adjoining properties.

8. Consultation

I confirm that whilst some, but not all, of the neighbouring properties were consulted prior to the submission, the Parish Council were consulted both at an early stage of the planning process (prior to the submission of the first pre-application enquiry) and shortly before the application was submitted, to both facilitate discussion and enable comments to be raised.

The design and layout of the proposed development and the detail provided has been discussed at a three pre-application meetings with Planning Officers from South Cambridgeshire District Council who we understand have also liaised with their colleagues to ensure that the design meets the National Planning Policy Guidance on distances from boundaries, heights etc. The design as now submitted met with the informal approval of the various Departments concerned.

I trust that the above points deal with the comments received from the Parish Council and from the owners of 74 Angle End, but if I can be of any further assistance or you require any additional information to be provided, please do not hesitate to contact me.

Yours sincerely



SIMON J GILBEY MRICS

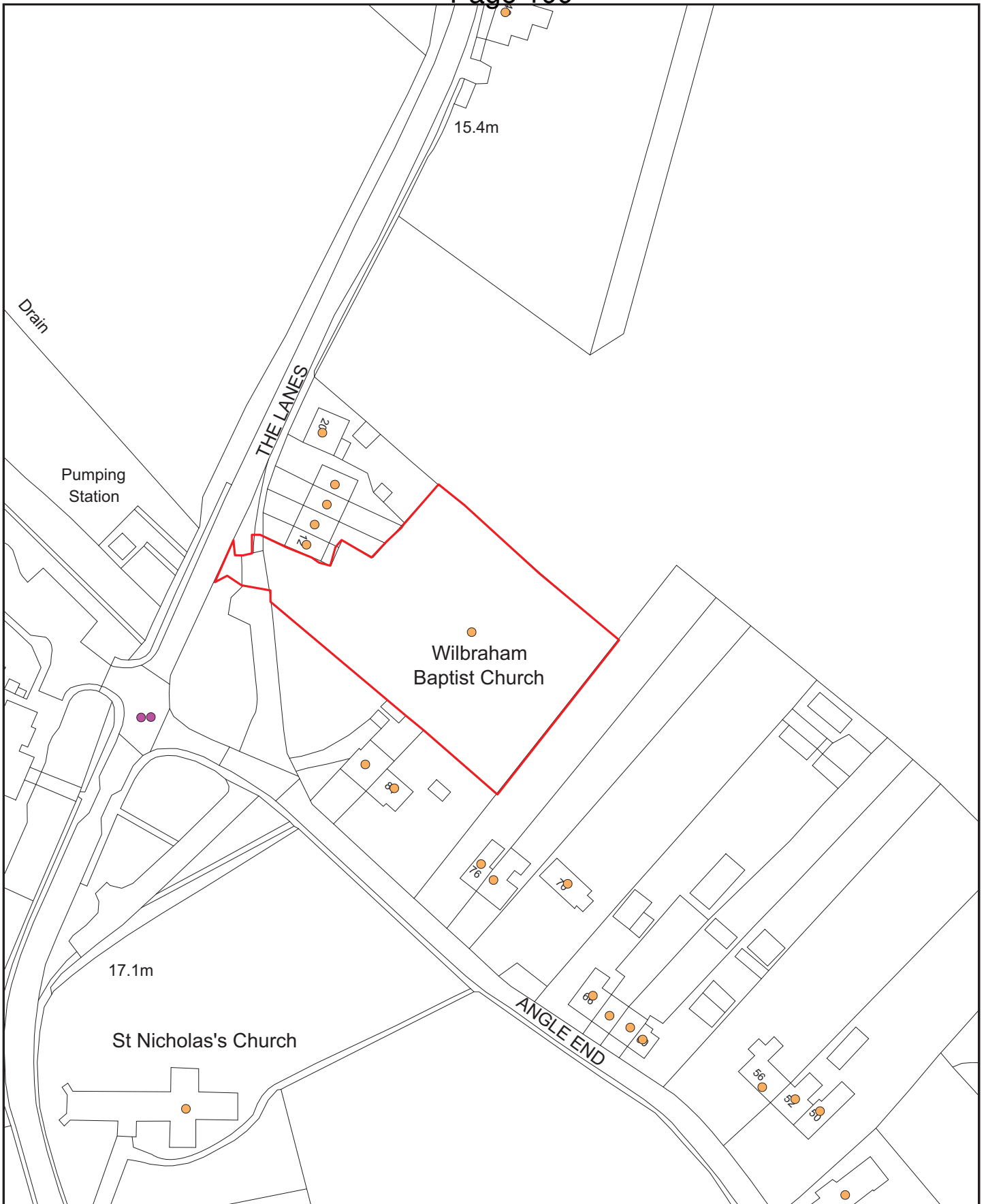
Partner

For and on behalf of Brown & Co - Property and Business Consultants LLP

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

5 December 2012

AUTHOR/S: Planning and New Communities Director

S/1371/12/OL - WATERBEACH**Outline application for the erection of a bungalow in rear garden of dwelling
2 Primrose Lane
for Mr Nick Blackaby****Recommendation: Delegated Approval****Date for Determination: 1 October 2012****The application has been referred to the Planning Committee as the Officers' recommendation conflicts with that of the Parish Council.**

To be presented to the Committee by Dan Smith

Site and Proposal

1. The application site is garden land to the rear (North) of No. 2 Primrose Lane. It is located within the Development Framework of Waterbeach and is not within a Conservation Area. The existing dwelling is a semi-detached two storey house and fronts Primrose Lane to the South. It has an existing vehicle access off Primrose Lane and another to the rear garden from the car parking area at the end of Wiles Close. This latter access would be used to serve the proposed dwelling. The neighbouring property to the West, No. 3 Primrose Lane, is set back further into its site from Primrose Lane than No. 2 and would therefore be closer to the proposed dwelling, indeed its rear elevation would be roughly in line with that of the new dwelling. The neighbour to the East, No.1 Primrose Lane is attached to No. 2 and on the same building line. It has a double prefabricated garage close to the Northern boundary of its rear garden which would be adjacent to the access for the proposed dwelling. There are also a pair of semi-detached bungalows further to the East which face North and front Wiles Close. There is a large Chestnut tree on open space outside the Northern boundary of the site which benefits from a Tree Preservation Order.
2. The application seeks outline permission for the erection of a dwelling in the rear garden of the property. All matters, including access, appearance, landscaping, layout and scale are reserved for future consideration.

Relevant Planning History

3. S/0560/82/O – Outline planning permission was refused for the erection of a dwelling on the site on the grounds that it would adversely affect the privacy and amenity of Nos. 1, 2 and 3 Primrose Lane and would not relate well to the existing pattern of development.

Planning Policies

4. ST/5 – Minor Rural Centres
DP/1 – Sustainable Development
DP/2 – Design of New Development
DP/3 – Development Criteria
DP/4 – Infrastructure and New Developments
DP/7 – Development Frameworks
HG/1 – Housing Density
SF/10 – Outdoor Play Space, Informal Open Space and New Developments
SF/11 – Open Space Standards
NE/6 – Biodiversity

Consultations

5. **Parish Council** – has recommended refusal stating that the proposed dwelling would represent an overdevelopment of the site and that there is a lack of clarity from the plans regarding the level of parking on site and the potential for the dwelling to be sold for occupation unrelated to the applicant.
6. **Local Highways Authority** - has not commented on the application.
7. **Council Lands Officer** – has no objection but has noted that the legal right of way to access the property may only apply to the existing dwelling and the applicants may therefore need to apply to extend the existing easement to include the new dwelling.
8. **Council Scientific Officer** – has no objection and does not request any conditions relating to contaminated land.
9. **Council Trees Officer** – does not object to the proposed development, provided that suitable tree protection measures are put in place to protect the Chestnut tree to the North.
10. **Council Environmental Health Officer** – does not object to the proposed development, and requests conditions relating to power operated machinery during construction and foundations.

Representations

11. Two representations have been received from neighbours on Wiles Close and Primrose Lane. Neither have objected to the proposed development as long as it remains a bungalow and sympathy is given to trees.

Planning Comments

12. The main planning considerations in this case are the principle of the development, the impact on visual amenity, the impact on residential amenity, parking and highway safety considerations, the impact on trees and the need for contributions towards the provision of open space and community facilities.
13. **Principle** – Waterbeach is classified as a Minor Rural Centre by policy ST/5 of the LDF Core Strategy which states that residential development and redevelopment up to an indicative maximum scheme size of thirty dwellings will be permitted within the

village frameworks of Group Villages. As the scheme proposes one dwelling it is considered to comply with policy ST/5 in principle.

14. The application site area is within the Waterbeach Development Framework and the area occupied by the new dwelling measures approximately 230 sqm. 1 dwelling on the site would result in a net density of approximately 43 dwellings per hectare. This net density meets the minimum density of 30 dwellings per hectare required by policy HG/1.
15. **Impact on visual amenity** – While scale and design are being reserved at this stage, the indicative elevations show that the proposed dwelling would be a largely single storey dwelling, with a single bedroom and bathroom in the roof. The pitched roof would have a ridge approximately 6.5 metres high. Given the limited scale of the plot, the dwelling would be sited fairly centrally with parking to the front and a small garden to the rear. The dwelling would front the parking area on Wiles Close. Roof windows are shown in the rear roof slope of the indicative elevations. In terms of its impact on the streetscene, on balance, the site is considered to be capable of accommodating a small single dwelling. At present the parking area to the North has no properties directly facing it and the creation of a dwelling facing that area would open up the parking area and improve its appearance; creating a building frontage onto it which would also provide some surveillance of the parking area.
16. The dwelling is however considerably taller than the existing bungalows on Wiles Close and it is considered that, in addition to the reasons of neighbouring amenity discussed below, the proposed dwelling should have a lower roof and be limited to purely single storey accommodation in order to fit more comfortably into the character of the existing development in the area. This would be achieved by applying an appropriate condition on any outline permission granted.
17. On that basis and with all other matters reserved for future consideration, the principle of a bungalow is considered to be acceptable in terms of its impact on the streetscene.
18. **Impact on the residential amenity** – The proposed dwelling would be located close to neighbouring garden boundaries on both sides and approximately 25 metres from the rear of No. 2 Primrose Lane. It would be closest to No. 3 Primrose Lane, a detached dwelling with extensions to the rear which sits further North in its plot than nos. 1 and 2. While a single storey building close to the common boundary with No. 3 would be visible from rooms to its rear and some of its garden area, its location to the East and low level would mean it would not cause any significant harm to the residential amenity or overlook the occupants of No. 3. This is subject to the building being purely single storey and having a lower ridge than shown on the indicative elevations; this element of the scale of the proposed dwelling would be controlled by condition.
19. In addition, the bungalow would be far enough away (over 25 metres) that it would not cause any harm to the residential amenity of Nos. 1 or 2 Primrose Lane further to the South. Were windows to be provided in the rear roof slope or gable ends of the dwelling there would be the potential for overlooking of neighbours, however with a purely single storey dwelling this would not be a factor. On that basis, the principle of a single storey dwelling on site is considered to be acceptable in terms of its impact on residential amenity.
20. **Parking and highway safety** – Although the precise details of the access to the property have been reserved at this stage, there is an existing access from the car

parking area to the North and the Council's Lands Officer has not objected in principle to this being used for access to the new dwelling. The existing dwelling would then be solely served by the access on Primrose Lane to the South with the new dwelling being accessed from the North. This is considered to be an adequate arrangement and would not result in any significant harm to highway safety in the area.

- 21 The existing dwelling would have parking for at least two cars on its driveway accessed from Primrose Lane and the new scheme would provide one driveway space accessed from the North. This is in accordance with the Council's maximum parking standards, and given the availability of off street parking spaces in the immediate vicinity, the level of parking for the proposed dwelling is considered to be acceptable. The dwelling would have to be sited carefully so as to allow an adequate drive length to be provided but such an arrangement is considered to be achievable and would be addressed in detail at reserved matters stage. The proposed development is therefore considered to be acceptable in terms of its impact on parking and highway safety.
- 22 **Trees and hedges** – The proposed dwelling would involve the loss of some small trees and shrubs in the garden of No. 2, however these trees are not considered to contribute significantly to the character and appearance of the area and their loss is not considered to cause any significant harm.
- 23 The proposed dwelling would require construction traffic to manoeuvre close to the protected Chestnut tree to the North of the access and there is potential for the tree to be damaged during the course of construction. However, it is considered that this risk can be acceptably mitigated by the application of a condition requiring tree protection measures to be installed prior to the commencement of and during construction. On that basis, the proposed development is therefore considered to be acceptable in terms of its impact on trees.
- 24 **Open space and community facilities** - The proposed development would not provide open space or community facilities on site and would therefore be required to contribute to their provision off site, in order to mitigate the additional burden that the occupants of the proposed dwellings would place on such facilities locally. The applicant has agreed to enter into a Section 106 legal agreement to make such contributions. At present the amounts for a two bedroom dwelling would be as follows: Public open space - £2,244.90; Community facilities - £371.00; Waste receptacles - £69.50 and a Section 106 monitoring fee of £50. The applicant's willingness to enter into such a scheme is considered sufficient to comply with the relevant policies in this case.
- 25 **Other matters** – The issue of the occupancy of the dwelling was raised by the Parish Council in its consultation response. Although the applicant states that he initially intends to use the dwelling as accommodation for elderly relatives, the application has been made and considered as a new dwelling which would not have a functional link to the existing dwelling No. 2. It is considered to be acceptable on that basis and no conditions limiting the occupancy of the dwelling are considered appropriate or necessary.

Recommendation

26. Having regard to applicable national and local planning policies, and having taken all relevant material considerations into account, it is recommended that delegated

powers to approve the application be granted, subject to the prior signing of a Legal Agreement securing affordable housing contribution and open space, community facilities and waste receptacles contributions and to conditions relating to:

1. Timescale for implementation
2. Submission of reserved matters application(s)
3. Scale of dwelling limited to a single storey
4. Materials
5. Hard and soft landscaping
6. Boundary treatments
7. Bin storage
8. Provision and retention of parking and turning area
9. Tree Protection
10. Drainage of parking area
11. Hours of construction

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

- **Local Development Framework Core Strategy 2007**
- **Local Development Framework Development Control Policies 2007**
- **Planning File ref: S/1371/12/OL**

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

5 December 2012

AUTHOR/S: Planning and New Communities Director

S/1621/12/VC - WILLINGHAM**Removal of Condition 1 of planning permission reference S/1692/11 to allow the permanent siting of two gypsy mobile homes – The Oaks, Meadow Road, Willingham, Cambridge, Cambridgeshire, CB24 5JL for Mr T Buckley****Recommendation: Minded to approve****Date for Determination: 18 October 2012**

This application has been reported to the Planning Committee following an appeal against non-determination. The Planning Committee is required to advise what its decision would have been had it been in a position to determine it. This decision will inform the Council's position at the appeal hearing.

To be presented to the Committee by John Koch**Site and Proposal**

1. The Oaks is a rectangular parcel of land, measuring approximately 0.5 ha, located on the north side of Meadow Road. It lies outside the defined village framework and sits within a generally flat and open fen-edge landscape. The site is surrounded by mature hedgerows except at the point of access where a driveway runs in a northerly direction for around 200 metres along the full length of the site. The site lies in flood zone 1 (low risk).
2. The northern side of Meadow Road is generally undeveloped consisting of arable fields. In contrast, the land immediately to the south of the site is occupied as lawful gypsy pitches. Some 750 m to the east is the former local authority site that was closed in the mid-90s and has now largely fallen into disrepair.
3. Permanent planning permission is sought for two mobile homes, notwithstanding that since February 2009 a third has been stationed at the front of the site. The site is occupied by Tom Buckley and his extended family and comprises Mr Buckley's log cabin and utility unit sited immediately behind the hedge fronting Meadow Road; a touring caravan sited some 50m back into the site and occupied by his niece Rose Buckley; and a mobile home occupied by his daughter sited close to a group of stables around a courtyard at the rear of the site. There is also an additional barn close to the stables. The applicant's agent has confirmed that the two mobile homes that are the subject of the application are for Mr Buckley's daughter and niece.
4. Two additional plots (Plots 2 and 3) in the middle of the site have recently been sold to and occupied by two separate families. These have since been vacated and the caravans and associated buildings removed.

Planning History

5. In 1989, planning permission was first granted for use of the land as an equestrian centre and in 1994, planning permission was granted for stables and ancillary building works..
6. The applicant purchased the site in 2001 and it became apparent in 2002 that he was living in a mobile home and caravan on the site. A subsequent planning application for a mobile home was refused and an enforcement notice requiring residential use to cease and for the mobile home and caravan to be removed was issued in March 2003. An appeal against the notice was dismissed on 4 November 2003. The notice was subsequently found to have been complied with, but the site was subsequently reoccupied.
7. The site, in common with several other parcels of land in the surrounding area, was subject to a pre-emptive injunction granted in December 2007. This prevented the stationing of caravans and mobile homes. Nonetheless, a further planning application for residential use (ref: **S/1243/08/F**) was submitted in 2008. The Council's Planning Committee approved temporary planning permission for the siting of two gypsy mobile homes (then positioned to the rear of the site) on 11 September 2008. This permission was extended under application ref: **S/1692/11** for a further period which expired on 30 October 2012. The reason given for a further temporary permission was to enable the Council to bring forward a site allocations policy and assess the impact of this and other sites on the village of Willingham. The permission was for the siting of two gypsy mobile homes, although the positions of these were not fixed by the terms of the consent. The permission also restricted occupation to Tom Buckley and his wife and their resident dependents.
8. Permanent planning permission (ref: **S/2065/10**) to station four caravans on the land was refused in March 2011. A further application to authorise Plots 2 and 3 as a long-stay caravan site was refused and dismissed at appeal on 30 October 2012. That decision clearly has a bearing on the outcome of this latest application and has been summarised as part of the information items elsewhere on the Committee agenda.
9. An application for a lawful development certificate (ref; **S/0724/09/LDC**) to ascertain that the existing mobile unit at the front of the site constitutes a mobile home is undetermined, but is unlikely to be refused.
10. There are numerous other sites in Willingham with the benefit of either temporary or permanent planning permission. Members will recall determining several applications at both the October and November meetings, which had the benefit of temporary consents and for which permanent permission was now sought. In the event, three permanent and six temporary (for a period of 18 months) pitches were granted. Three of the six temporary permissions have now been appealed on the basis that permanent permission should have been granted. Decisions on these appeals are unlikely before March 2013.

Planning Policy

11. **Planning policy for traveller sites (PPTS)** (March 2012) requires local planning authorities to make their own assessment of need for traveller sites based on fair and effective strategies. Local Plans should include fair, realistic

and inclusive policies such that travellers should have suitable accommodation in which to access education, health, welfare and employment infrastructure but for lpa's to have due regard to the protection of local amenity and the local environment. Paragraphs 20-26 provide criteria against which to judge planning applications. These criteria have been taken into account in this report.

12. The former presumption in Circular 01/2006 in respect of temporary permission where there is a shortage of deliverable sites no longer applies at the present time.
13. The **National Planning Policy Framework** promotes a presumption in favour of sustainable development having regard to the soundness of the development plan and the policies therein. It confirms that planning obligations should only be sought where they are necessary to make the development acceptable in planning terms; they directly relate to the development; and are fairly and reasonably related in scale and kind to the development.
14. **East of England Plan 2008 (RSS)**
H3 Provision for Gypsies and Travellers
15. **South Cambridgeshire Local Development Framework Core Strategy 2007**
ST/5 Minor Rural Centres
16. **South Cambridgeshire Local Development Framework Development Control Policies 2007**
DP/1 Sustainable Development
DP/2 Design of New Development
DP/3 Development Criteria
DP/4 Infrastructure and New Developments
DP/7 Development Frameworks
SF/10 Outdoor playspace, Informal Open Space and New Developments
NE/4 Landscape Character
NE/10 Foul Drainage
17. **South Cambridgeshire Local Plan 2004 (Saved Policies)**
CNF6 Chesterton Fen
18. **Gypsy and Traveller DPD (GTDPD)**
The "Issues and Options 2 Consultation July 2009" identified the site as an appropriate site option for consultation. The Council has recently determined through revisions to the Local Development Scheme that Gypsy and Traveller issues will now be addressed in the emerging single Local Plan review rather than a stand alone DPD. An Issues and Options Report Public Consultation was undertaken from 12 July to 28 September 2012 and is intended to take forward the work that has already been done in assessing potential sites. It is anticipated that the new Plan will not be adopted until at least the end of 2015.
19. The Council's **Gypsy and Traveller Community Strategy 2010-2013** recognises Gypsies and Travellers as the largest ethnic minority in the district (around 1% of the population). It sets out the Council's responsibilities to eliminate discrimination and promote good community relations.

20. Circular 11/95 (The use of Conditions in Planning Permissions) advises that planning conditions should be necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. It also states that a second temporary permission should not normally be granted. A trial period should be set that is sufficiently long for it to be clear by the end of the first permission whether permanent permission or a refusal is the right answer. Usually a second temporary permission will only be justified where highway or redevelopment proposals have been postponed, or in cases of hardship where temporary instead of personal permission has been granted for a change of use.

Consultation by South Cambridgeshire District Council as Local Planning Authority

21. **Willingham Parish Council** originally responded on 14 August 2012 stating it made no recommendation as it did not have all the information it needed and felt it would be best to defer to the expertise of the officers at SCDC.
22. Further comments submitted by email on 24 August state:
“During a very extended public forum the 4 representatives for the application pleaded quite vocally that a rejection of their plan would leave them homeless and were also extremely robust in their claim that they had totally complied with all requirements. On top of these claims new factors were then introduced such as the equestrian centre and wanting to totally move the business to the site.
23. As a result of the extended public forum the meeting was overrunning significantly and the Council, aware that the case file documentation was extensive and relatively complex with past legal involvement, took the view that without an up to date case summary they should not make an immediate recommendation but should instead seek the input from the professional advisers at SCDC. It was made clear to the representatives at the time that the decision the Parish Council had made neither indicated approval or rejection.
24. The **Environment Agency** has no objection in principle.
25. The **Old West Internal Drainage Board** objects until a suitable scheme for surface water disposal is received.
26. **Travellers Liaison Officer.** Mr and Mrs Buckley have resided on this land for some years and within the Willingham community for many more and I would support their application for their permission to be made permanent. There is still a need for Gypsy and Traveller pitches in South Cambs and it seems sensible to make permanent a site that exists within an area of other pitches and sites.
27. No response has been received from either the **Local Highway Authority** or the **Landscape Officer**

Representations by Members of the Public

28. None received.

Planning Comments

29. Having regard to information provided as part of this and previous applications, the applicant meets the definition of Gypsies and Travellers as set out in the Glossary at appendix 1 of the PPTS. The application therefore falls to be considered against planning policies regarding Gypsy and Traveller sites.
30. The main issues in this case are:
- The extent to which the application accords with the provisions of the development plan;
 - The general need for, and availability of, additional gypsy sites;
 - The applicants' personal needs and circumstances;
 - The case for a temporary permission should permanent permission not be granted; and
 - Human Rights Issues

The Development Plan

31. The requirement of RSS Policy H3 to significantly meet demand and provide at least 69 additional (permanent) pitches in the district between 2006 and 2011 was not met and fell short by about 15 pitches. However, while RSS Policy H3 remains part of the development plan, the Secretary of State's intention to revoke this is clearly a material consideration to be taken into account. Thus only very limited weight should be given to Policy H3. In addition PPTS now requires lpa's to make their own assessment of need rather than relying on a regional target (see below).
32. Since the loss of Policy HG23 from the previous 2004 Local Plan, the current development plan does not contain any specific criteria-based policies against which to assess the impact of proposals for gypsy sites. While saved policy CNF6 allocates land for use as gypsy sites at Chesterton Fen, a number of previous appeal decisions have ruled out the possibility that there is still land that is suitable, available and affordable.
33. The Council therefore relies upon the 'General Principles' policies DP/1 - DP/3, albeit these need to be utilised in accordance with the advice in PPTS. This and numerous appeal decisions confirm that gypsy sites are often located in the countryside and that issues of sustainability should be seen in the round with a more relaxed approach taken to gypsies' normal lifestyle.
34. The principal concerns in this case are the impact on the character and appearance of the area and the capacity of the village to accommodate further permanent traveller sites.
35. The site lies at the junction of the Cambridgeshire Claylands and the Fens Landscape Character Areas and is well divorced from Rockmill End and the harsh eastern edge of the village to the west. The land is not designated or protected, although it is not brownfield land. Meadow Road is well hedged on both sides as are the majority of the mixture of small to medium-sized fields that surround the site. There are a number of long-distant views across the landscape, although views in to the site from Meadow Road are restricted, even in winter, to that only at the point of access. Views from Rockmill End

and Spong Drove to the west are very limited. The log cabin at the front of the site is largely invisible from Meadow Road, save for part of its roof. The caravan positioned close to the front of the site is clearly visible, however, and blocks views into and across the site. The mobile home towards the rear of the site can only be seen when on the site.

36. The site assessment undertaken for the Issues and Options 2 Consultation exercise in 2009 concluded that "If the site was maintained as a small single pitch set back from the road, with a small number of caravans integrated with the existing development on the area identified, the wider impacts would be limited. The development around the existing stable block is well screened by hedges and scattered mature trees. The paddocks down to the south of Meadow Road are more open and development would have a greater impact on the open landscape in this area, with potential impacts in combination with the pitches on the opposite side of Meadow Road. The option has therefore been identified as the area around the existing (stable) buildings only".
37. That assessment has not changed. While the applicant has confirmed which mobile homes are the subject of this permission, their relative positions are not fixed. The mobile home at the front of the site in particular has the potential to significantly reduce the existing level of openness. This is a distinctive feature of land to the north of Meadow Road and worthy of protection. The presence of mobile homes and associated paraphernalia also urbanises the appearance of the site, contrary to the otherwise extremely rural setting of the northern side of Meadow Road. This is in stark contrast to the south side of Meadow Road where the presence of caravans and mobile homes has fundamentally altered its former mainly rural character. Approval of mobile homes other than at the rear of the site serves to extend that urbanisation further into the countryside.
38. In dismissing the appeal in 2003, the inspector concurred with the Council that the then siting of a mobile home and a portable unit midway along the driveway and close to the western boundary would be visually intrusive and out of place. However, the existing locations are materially different and since that time the boundary hedges have grown and now present a more significant screen. As such, the appeal decision carries little weight in the present case.
39. The recent appeal decision for Plots 2 and 3 involved development in the centre of the site where the impact on openness was more apparent. That decision does not automatically mean that any development on the site is unacceptable. However, the inspector confirmed the Council's concerns that development would be at odds with the prevailing character of the countryside.
40. Approval of the existing mobile homes would therefore unduly prejudice the distinctive fen-edge character and the openness that prevails on this side of Meadow Road. In the circumstances, the continued use of the site is considered to conflict with Policies NE/4, DP/2 and DP/3 that seek to preserve or enhance the character and appearance of the local area and countryside and to protect landscape character.
41. The sustainability of the site has already been assessed as part of the background work for the emerging DPD. That has concluded the site is relatively close to the edge of Willingham and is sufficiently close to enable

pedestrian access to the wide range of services and facilities in the village and the nearest bus stop. Although Meadow Road has no footway, it is lightly trafficked. The access into the site has been widened and hard surfaced in accordance with the condition attached to a previous temporary planning permission. Concerns re surface water drainage on the site have been raised in earlier applications and no objections raised.

42. Policy DP/1 requires development to contribute to the creation of mixed and socially inclusive communities and provide for health, education and other social needs of all sections of the community. Willingham has witnessed the greatest increase in demand for sites in the district in a relatively short period. At present, there are 11 authorised pitches and 10 pitches with temporary or lapsed temporary planning permission. An emergency stopping place on the former local authority site is understood to have been vacated. The relevant pitches are located in relatively close proximity to one another and PPTS states that the scale of sites should not dominate the nearest settled community. This has been an issue of significant concern to the parish council (although it is noted that it has not raised this as an issue in this particular case). The grant of a permanent consent will only add to the frustration caused by additional demands on the village's services and facilities, although in this case the applicant has been living in the village for some time and those demands, such as they are, already exist. As such, the Parish Council's concern is not supported by evidence sufficient to warrant refusal on these grounds.
43. However, in the event that permanent planning permission is granted, the Committee will need to confirm that contributions would be required to meet the demand for public open space, sport and recreation facilities and other community facilities such as community centres and youth facilities. This is in accordance with policies DP/4 and SF/10. The applicant's agent has responded that based on income, it would be very difficult for either Rose or Phoebe to afford any financial contribution towards infrastructure. Similarly, Mr and Mrs Buckley receive working tax credit and their annual joint income is under the threshold for tax payments. It is unlikely that they could afford any financial contribution.

The general need for, and availability of, additional gypsy sites

44. The Cambridge sub-Regional Gypsy and Traveller Accommodation Needs Assessment (GTANA) 2011 was published in October 2011. The GTANA has assessed a need for 67 additional pitches between 2011 and 2016, and a need for five extra pitches from 2016 - 2021. Further projected need has been calculated up until 2031. These findings were largely accepted by the Council's Housing Portfolio Holder on 13 June 2012 as part of the evidence base to support the Council's planning framework. The shortfall in pitches between 2011 and 2016 has been reduced by two and agreed as 65.
45. Since 2011, a total of 13 pitches with planning permission have been developed. A further private site of 26 pitches has been permitted but not yet completed. This leaves a total of 26 pitches (65 – (13 + 26)) for which permanent sites need to be identified for the period up to 2016. There are, however, currently 65 pitches across the district with temporary planning permission and while there can be no certainty which of these will be turned into permanent permissions, there is a reasonable expectation that some of

these will be approved, thus further reducing the overall identified shortfall in pitches.

46. There are no other sites in the district where pitches are known to be vacant, available and suitable for the applicant. (While there are vacant sites at Smithy Fen, Cottenham this is an area now frequented solely by Irish Travellers). The two public sites at Milton and Whaddon have remained full with waiting lists of at least a year. However, The Council has secured HCA funding to refurbish the site at Whaddon which also provides for the addition of two new pitches. Government funding has also been secured for the purchase and refurbishment of an 8-10 pitch site at Meldreth. If this is approved, the site may be available within the next 18 months. The delivery of this site would clearly help meet some of the outstanding unmet need.

The applicant's personal needs and circumstances

47. Tom and Susan Buckley are in their late 50's and occupy the frontage log cabin, while their daughter Phoebe occupies the mobile home close to the stables, which she uses as part of her career as a successful equestrienne. They state they have lived on the site for 12 years and in Meadow Road for 26 years. They were born in the area and previously lived on the opposite side of Meadow Road. They purchased their present site to provide space and stabling for their daughter's horses. They have also brought up Rose Buckley who lives in the other mobile home with her two children aged 2 and 4. The oldest attends Willingham primary school and has a speech problem which one of the teachers is said to be trained to help him. The other child is in nursery school. Rose Buckley is a single parent and is said to earn a little money breeding dogs (twice a year). Her other income comprises working tax credit.
48. They also state that living with a temporary planning permission is stressful, not knowing if they will be evicted at some point. Mrs Buckley works as a part-time cleaner and as a support worker for social services. Tom Buckley works locally as a landscape gardener. Their daughter relies on the land to keep her horses and needs a settled base to continue her career. The family say they could not live in a house.
49. 3 letters of support have been received. These support the good work Mrs Buckley has done in her role with Social Services and disadvantaged children; the horse-riding talents of Phoebe Buckley; and Mrs Buckley's services as a cleaner. Copies of these letters are available on the case file.
50. While no health considerations have been made, the family's personal circumstances and longstanding local connection still carry some weight. Members need to consider how much weight should be given to Mr and Mrs Buckley's personal circumstances given that their own occupation of the site is not part of this application.

Conclusion

51. The continued use of the site and siting of mobile homes has the potential to be harmful to the existing distinctive and open landscape character. This could be ameliorated by suitable planting, although the end result would be a loss of openness contrary to landscape character. To this end the proposal is contrary to Policies DP/2, DP/3 and NE/4. The site is in a generally

sustainable location and would continue to assist the occupants with employment, educational and general needs. The lack of suitable alternative sites also weighs in favour of the proposal, although the potential delivery of at least one new site within the next 18 months diminishes the weight to be given to unmet needs.

52. A site allocations policy has not been delivered. The existing advice in Circular 11/95 regarding repeat temporary consents is also pertinent. Despite this, the most recent permissions granted by the Planning Committee have once more been on a temporary basis, save for three which have been given permanent consent due to the personal circumstances advanced by the applicants in each case. Significantly, in each of those cases, the Planning Committee concluded that there was no landscape harm or other material conflict with the development plan.
53. The identified harm leads to the conclusion that permanent planning permission would not be appropriate, unless this is outweighed by the general need for sites and/or the occupants' personal needs and circumstances. Those considerations would carry more weight if permission was to be made personal to the occupants. The available options would seem to be either refuse planning permission outright, in which case the original enforcement notice would take immediate effect thus making the family effectively homeless; grant a further temporary planning permission for a period of 18 months consistent with the other recent approvals; or grant a permanent planning permission solely for the benefit of the applicant and his family.
54. While the siting of a mobile home at the far end of the site would not be visually intrusive, the permission seeks consent across the site. On balance, the harm is therefore considered to outweigh other considerations. However, given the course of action adopted by the Planning Committee with the other recent renewal of temporary planning permissions, and because the identified harm would only be for a limited period, a further temporary permission is considered appropriate in this instance.

Human Rights Issues

55. Refusal of permanent planning permission would lead to interference with the applicant's rights under Article 8 of the European Convention on Human Rights. This must, however, be balanced against the protection of the public interest in seeking to ensure needs arising from a development can be properly met, or that they do not prejudice the needs of others. These are part of the rights and freedoms of others within Article 8 (2). Officers consider that refusal of permanent planning permission at the present time would not be proportionate and justified within Article 8 (2).

Recommendation:

56. The Planning Committee is asked to confirm that it would be minded to approve subject to the following conditions:
 1. This permission does not authorise use of the land as a caravan site by any persons other than gypsies and travellers as defined in Annex 1: Glossary of 'Planning policy for traveller sites (March 2012)' (Reason - The site is in a rural area where residential development will

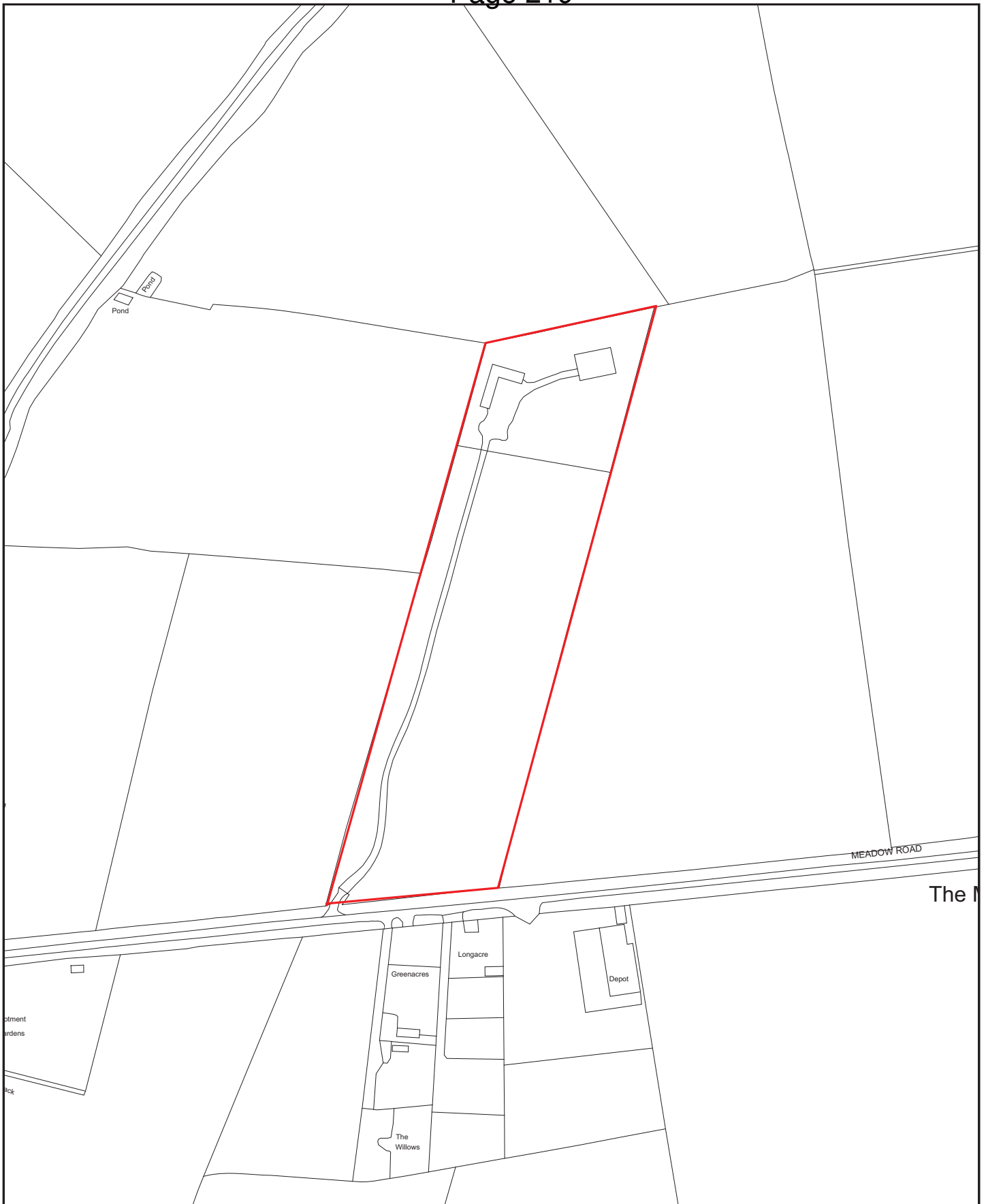
be resisted by Policy DP/7 of the adopted Local Development Framework 2007 unless it falls within certain limited forms of development that Government guidance allows for. Therefore use of the site needs to be limited to qualifying persons.)

2. The use hereby permitted shall be discontinued and the mobile homes removed and the land restored to its former condition on or before 31 June 2014 in accordance with a scheme of work submitted to and approved in writing by the Local Planning Authority.
(Reason – The continued use of the land for the stationing of mobile homes and related domestic paraphernalia causes harm to the distinctive character and appearance of the surrounding countryside. The Council is actively seeking to identify new sites for travellers and on a without prejudice basis a final time limited consent will enable the Local Planning Authority to bring forward sites to help meet the existing unmet need and provide the applicant with sufficient time to acquire another site.)
3. The site and the mobile homes hereby permitted shall not be occupied other than by Tom and Susan Buckley, their immediate family and any dependent living with them.
(Reason – The continued use of the land for the stationing of mobile homes and related domestic paraphernalia causes harm to the distinctive character and appearance of the surrounding countryside. Occupation by other persons would not necessarily provide sufficient personal circumstances to outweigh that harm, even for a limited period.)
4. No more than two mobile homes, as defined in the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968 (as amended) shall be stationed on the site at any one time
(Reason – To minimise the visual impact of the development on the surrounding area in accordance with policies DP/3 and NE/4 of the Local Development Framework 2007.)
5. 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.)

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

- **Regional Spatial Strategy for the East of England**
- **Local Development Framework Core Strategy and Development Control Policies DPD**
- **National Planning Policy Framework**
- **Planning policy for traveller sites**
- **Planning file reference S/1621/12VC**
- **Gypsy and Traveller Needs Assessment Internal Review. Report to Housing Portfolio Holder 13 June 2012**

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

5 December 2012

AUTHOR/S: Planning and New Communities Director

S/1733/12/FL – BASSINGBOURN**Erection of replacement building for use as Class B1(c)(Light Industrial), Class B2(General Industrial) and Class B8(Storage and Distribution), Wireless Station, Chestnut Lane for EW Pepper Ltd****Recommendation: Delegated Approval****Date for Determination: 11 October 2012****Notes:**

This Application has been reported to the Planning Committee for determination because the officer recommendation of approval is contrary to the recommendation of approval from Bassingbourn Parish Council which was subject to the inclusion of a footpath from the site to the A1198

To be presented to the Committee by Paul Sexton

Site and Proposal

1. The Wireless Station site comprises a group of former agricultural buildings, which now benefit from a 2006 consent for uses within Class B1(c), B2 and B8. The site is located 550m to the east of the A1198 and is served from Chestnut Lane, which leads from Kneesworth to Meldreth.
2. This full application, registered on 16 August 2012, proposes the demolition of an existing poorer quality corrugated, curved roof building on the west edge of the site and its replacement with a 469sqm profile steel sheeting building in the same location, with a ridge height of 7.4m. The new building is 51sqm larger than the existing, the additional floorspace being achieved by the building being deeper.
3. The design of the new building will match existing modern buildings within the site. It will be divided internally into three smaller units, served by roller shutter door, two in the front and one in the rear elevation. Car parking provision exists within the site.
4. Access to the site is from Chestnut Lane, the entrance having been upgraded following the 2006 consent.
5. The application is accompanied by a Design and Access Statement, Planning Statement and Green Travel Plan.

History

6. **S/1069/06/F – Change of use of buildings to Class B1(c), B2 and B8 use – Approved**

7. **S/2335/00/F** – Conversion and change of use of agricultural buildings to business use (Class B1c/B2/B8) - Approved

Planning Policy

8. National Planning Policy Framework 2012

9. **Local Development Framework Development Control Policies 2007:**

DP/1 Sustainable Development
DP/2 Design of New Development
DP/3 Development Criteria
DP/7 Development Frameworks
ET/8 Replacement Buildings in the Countryside
NE/1 Energy Efficiency
NE/14 Lighting Pollution
TR/1 Planning for More Sustainable Travel
TR/2 Car and Cycle Parking Standards

10. South Cambridgeshire LDF Supplementary Planning Documents
District Design Guide SPD – adopted March 2010

Consultation by South Cambridgeshire District Council as Local Planning Authority

11. **Bassingbourn Parish Council** recommends approval subject to a path being installed from the Wireless Station to Kneesworth, before the erection of the building, and the submission of a Green Travel Plan, which was a condition of planning application S/2335/00/F, and which included the requirement for the footpath.

The comments refer to a letter sent to the Local Planning Authority in July when the Parish Council stated that concerns had been raised over proposed changes to the Eternit site in Meldreth, which would increase the traffic on the already busy Chestnut Lane, adding to safety issues. In view of the possibility of increased traffic the lack of a footpath should be treated with the greatest urgency and the landowner should be required to fulfil his obligations.

12. The **Local Highway Authority** is of the view that no significant effect upon the public highway should result from this proposal.

In terms of the provision of a footway from the site to Bassingbourn, whilst it can see why this may have been requested as part of a green travel plan given the desire to encourage the use of non-motorised modes of transport, it is not something that the Highway Authority would have been able to request, as the level of use is unlikely to be sufficient. It also questions the practicality of providing such a footway, as there would appear to be insufficient width within the existing adopted public highway to provide a 1.8m wide footway along the whole length of Chestnut Lane.

In terms of the present application as the additional area for industrial use is 51sqm, it is of the view that, even if it were achievable, a request to install a footway would be out of proportion to the nature and size of the proposed development.

13. The **Environment Agency** has no objection subject to conditions requiring the submission of schemes for foul and surface water drainage, and contamination. It also requests that a number of informatives are included on the decision notice.

14. The **Environmental Health Officer** has no objection.
15. The **Economic Development Panel** supports the application under Policy ET/8.

Representations by Members of the Public

16. One letter has been received from the occupier 4 Canberra Close, Kneesworth who is concerned about the potential change of use from 'light industrial' to 'general industrial'. There has been a noticeable increase in HGV's and coaches using the narrow Chestnut Lane, which has not been improved and there have been a number of near misses, and large vehicles struggle to pass, particularly at harvest time.

The footpath that was to be provided to encourage people to walk to work is not there, despite numerous requests from the Parish Council. More employees will mean more vehicles and accident risk.

There was flooding in Kneesworth in 2006 and any further building will cause further drainage problems for the area.

Material Planning Considerations

17. The key issues in the determination of this application are the principle of development, highway safety and visual impact in the countryside.

Principle of Development

18. The existing building benefits from the 2006 consent in terms of a B1(c), B2 and B8 use. Policy ET/8 allows for the replacement of existing buildings in the countryside for employment uses provided any increase in floor area is strictly controlled, and must be for the benefit of the design, or in order to better integrate the development with its surroundings.
19. The proposed building results a net increase in floor area of 51sqm. The design of the replacement building will be in keeping with other buildings on the site, and whilst it could not be argued that the small increase in floor area in itself is for the benefit of the design of the building, it will allow the building to better integrate into its surroundings.

Highway Safety

20. The Local Highway Authority has not objected to the application as the modest increase in floor area proposed will not have a significant impact on existing traffic movements from the site, although officers accept that the upgrading of the building will increase both its attractiveness to, and increase the range of, potential occupiers.
21. The 2006 consent included a condition that required the submission of a Green Travel Plan, which was to include the provision of a footpath link from the site to the A1198. Whilst a draft Travel Plan was submitted at the time it was not formally approved. An updated copy of the Travel Plan is included with this application and can be agreed as part of any consent.
22. The request for the provision of a footpath link in 2006 was not initiated by the Local Highway Authority and officers are of the view that a formal footpath alongside the public highway was not envisaged. The Local Highway Authority has confirmed that this could not be achieved within the public highway due to insufficient width in parts,

and in any event does not feel such provision could be justified. At that time the applicant indicated that there was an existing right of way across third party land that might possibly be used to link the site to the A1198, however it would appear that there were subsequently issues as to whether the right of way was not transferrable, and as a result this was not pursued.

23. The applicant's agent has looked at the possibility of providing a footpath link again as part of the current proposal and it would appear that there may now be potential to utilise an existing permissive path. Although this would not provide access to the A1198, it does link with Public Footpath No.21 which runs in a north-south direction to join Chestnut Lane, 80m to the east of its junction with the A1198. It would require a new section of footpath on the north side of Chestnut Lane and another section on the south side being constructed, on highway land, to link to the entrance to the site. Appendix 1 shows the route this would take.
24. Officers are of the view however that whilst the provision of a safe pedestrian route from the site to the A1198 might be desirable, the lack of such provision would not justify a refusal of the application for a replacement building, notwithstanding the condition attached to the 2006 consent. Although it would appear that there may be potential to provide a pedestrian route officers are of the view that, due to the length of the route and the fact that for the most part it would involve using unsurfaced rights of way, it would not provide a sufficiently attractive alternative to the use of the car to justify its provision in this case.
25. The red edged application site currently includes land within the public highway and the applicant's agent has been asked to complete revised ownership certificates and serve notice on the Highway Authority. It is for this reason that delegated approval is sought.

Visual Impact in the Countryside

26. The proposed building will be 0.9m higher than the existing building, however it will be slightly lower than adjacent buildings and officers are of the view that the proposed replacement building will not materially change the impact of the site on the adjoin countryside.

Other matters

27. The conditions and informatives requested by the Environment Agency can be included in any consent. The slightly larger building will not lead to any significant increase in drainage issues.

Conclusion

28. Officers are of the view that the proposed replacement building can be supported but that the provision of a footpath link to the A1198 is not something that could be made a condition of this consent, and notwithstanding this that unfortunately the route and form of any link that could be provided would not suitable solution. This view is supported by the Local Highway Authority.

Recommendation

29. It is recommended that the Planning Committee gives officers delegated powers to approve the application subject to conditions.

Conditions

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. **The development hereby permitted shall be carried out in accordance with the following approved plans: Site Plan, 11:106-1 and 11:106-2**
(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)
3. **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.)
4. **The development hereby permitted shall not be commenced until such time as a scheme to dispose of both foul and surface water has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be implemented as approved.**
(Reason - The application does not contain sufficient information about drainage arrangements and pollution prevention measures to demonstrate whether the proposal will lead to pollution of surface or underground waters, and possible contamination of drinking water sources, either as a result of routine operations, or as a result of reasonably foreseeable events such as spillages, fires or vandalism.)
5. **Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:**
 - i) **A preliminary risk assessment which has identified:**
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site.
 - ii) **A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.**
 - iii) **The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.**

iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

(Reason - To prevent the increased risk of contamination to the water environment.)

6. **The building, hereby permitted, shall not be occupied until a Travel Plan for both staff and visitors has been submitted to and approved in writing by the Local Planning Authority. The Plan shall be implemented in accordance with the approved details.**

(Reason - To reduce car dependency and to promote alternative modes of travel in accordance with Policy TR/3 of the adopted Local Development Framework 2007.)

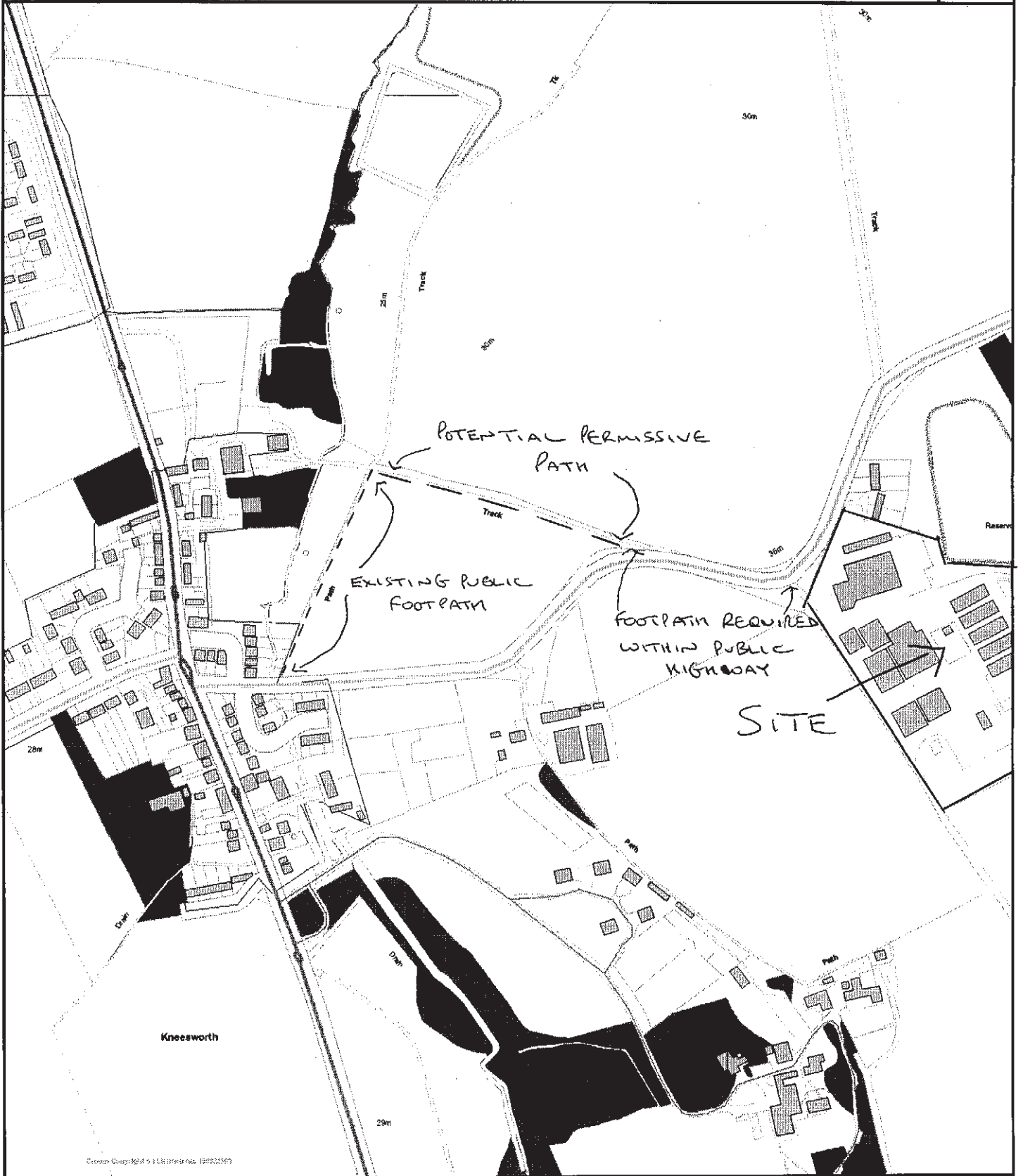
+ Environment Agency Informatives

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

- South Cambridgeshire Local Development Framework Core Strategy (adopted January 2007)
- South Cambridgeshire Local Development Framework Development Control Policies (adopted July 2007)
- Planning File Ref: S/1733/12/FL and S/1069/06/FL

Case Officer: Paul Sexton – Principal Planning Officer
Telephone: (01954) 713255

S/1733/12/FL - BASSINGBOURN



Ordnance Survey Map of S/1733/12/FL 1992/2007

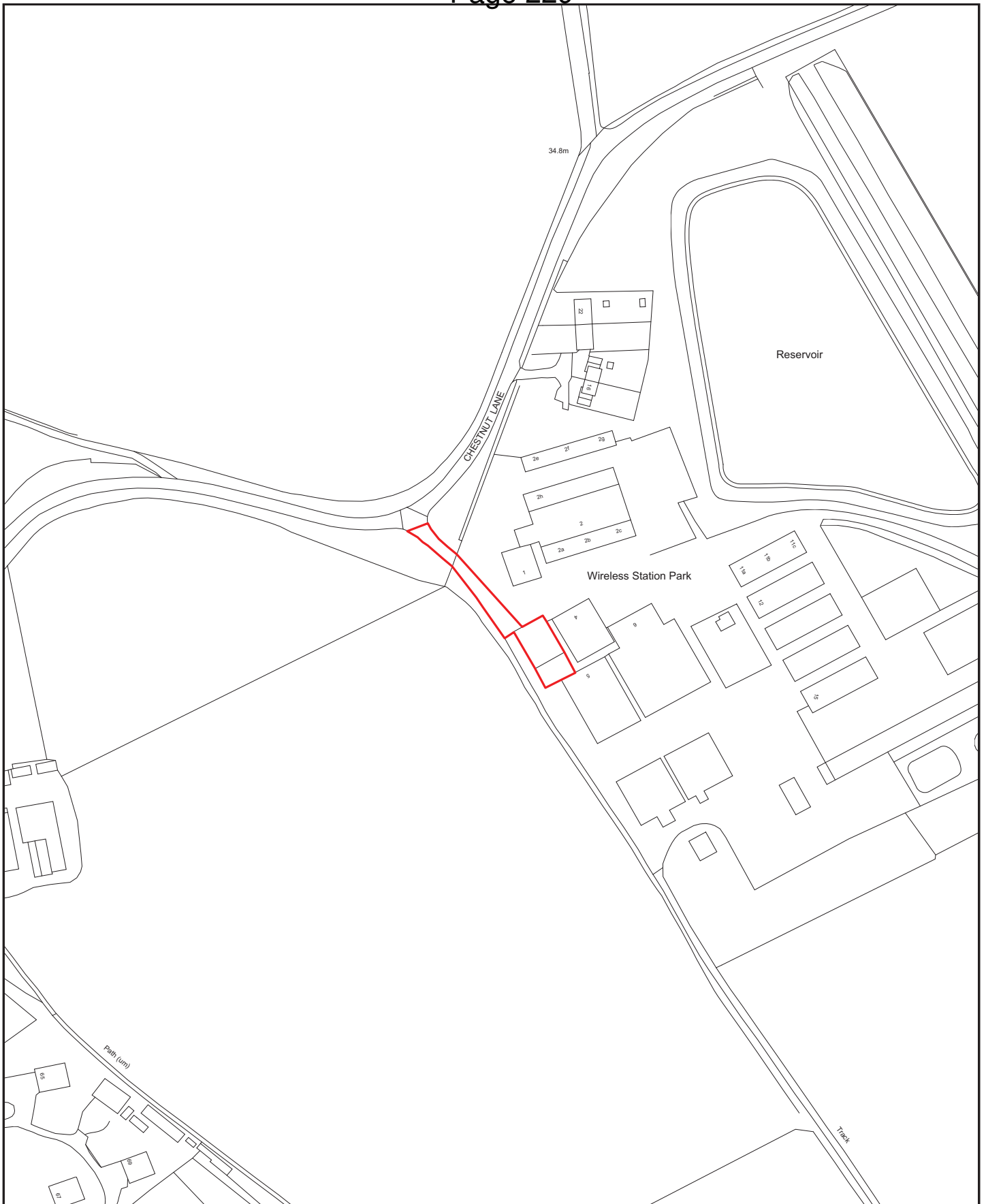


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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

5 December 2012

AUTHOR/S: Planning and New Communities Director.**S/1995/12/FL - CALDECOTE**

**Erection of Three Dwellings, Land at Bosserts Way, Caldecote, Cambridge, CB22 7PA
for Mr and Mrs Morley and Mrs Joslin**

Recommendation: Delegated Approval**Date for Determination: 20 November 2012****Notes:**

This application has been reported to the Planning Committee for determination as the officer recommendation conflicts with the recommendation of Caldecote Parish Council

This application is presented to Planning Committee by Saffron Garner

Site and Proposal

1. The application site is located off of Highfields, the main spinal road through the village of Caldecote. It is not located close to any listed buildings and is not located in the designated Conservation Area. Bosserts Way is a privately owned road with 11 existing properties within it. There is a mixture of single storey, 1.5 storey and 2 storey dwellings along this road, all with a predominant brick and tile material palette. The design is varied with a mixture of hipped roofs, gable ends and integral garages. All of these properties have the option of off road parking provision. Bosserts Way is accessible by vehicle only from Highfields.
2. The application dated 21st September 2012 is the follow up from a withdrawn application under planning reference S/2137/11. The application proposes the erection of 3 detached units. The mix comprises 1 x 4 bed two storey dwelling, 1 x 3 bed bungalow and 1 x 2 bed bungalow. Off road parking is proposed for all 3 properties and accessed directly off Bosserts Way. The application was submitted with a draft Heads of Terms, a Design and Access Statement, an affordable housing statement and Daylight and Sunlight assessments.

Planning History

3. **S/2137/12** – Erection of 3 detached dwellings – Withdrawn
S/1954/09/F – Dwelling – Withdrawn
S/2116/07 – Dwelling – Approved
S/0348/76/O – Residential Development - Approved

The planning history for this site has varied over the years due to the mixed ownership of the land. This has led to a varied array of applications which have had individual complications. This application sees the two land owners coming together with a strategic approach to development on the site. This has allowed for more joined up thinking which has led to a scheme that has been able to better address neighbour amenity and access problems encountered in earlier applications.

Planning Policy

4. ***Local Development Plan Policies***

South Cambridgeshire LDF Core Strategy DPD, 2007:
ST/6 – Group Villages

South Cambridgeshire LDF Development Control Policies DPD, 2007:

DP/1 Sustainable Development
DP/2 Design of New Development
DP/3 Development Criteria
DP/4 Infrastructure and New Developments
DP/7 Development Frameworks
HG/1 Housing Density
HG/2 Housing Mix
HG/3 Affordable Housing
NE/1 Energy Efficiency
NE/2 Renewable Energy
NE/6 Biodiversity
SF/10 Outdoor Play space, Informal Open Space, and New Developments
SF/11 Open Space Standards
TR/1 Planning for More Sustainable Travel
TR/2 Car and Cycle Parking Standards

South Cambridgeshire LDF Supplementary Planning Documents (SPD):

Open Space in New Developments SPD - Adopted January 2009
District Design Guide SPD - Adopted March 2010

5. ***National Planning Guidance***

National Planning Policy Framework 2012

6. ***Circulars***

Circular 11/95 The Use of Conditions in Planning Permissions

Consultation by South Cambridgeshire District Council as Local Planning Authority

7. **Caldecote Parish Council** –Recommend refusal – Comments are as follows:

- a. The Pumping Station serving Highfields Caldecote is already overloaded and does not have the capacity to cope with the amount being pushed through. Raw effluent runs down Main Street at times and emergency pumps have had to be called out 67 times over the past year. To add any more effluent to this would mean more frequent episodes of overflow and emergency pumping. Until this issue is sorted out the Parish Council cannot recommend the addition of too many large properties.
- b. This particular area is a local Flood Plain due to an internal spring and filled drainage ditches. If this application were approved and the proposed buildings erected, this would exacerbate the existing problem for the current residents and properties and would also affect the new buildings. Indeed, number 63 Highfields Road which is adjacent to the plot under question, was flooded so badly it was made uninhabitable for a whole year whilst it was dried out, cleaned, dangerous moulds removed and remedial works were carried out. All the local rear gardens are regularly under water after any heavy or sustained rains.

- c. The soil is impervious boulder clay which does not drain sufficiently to alleviate the problems of standing water and flooding. Should the Application be approved, we would ask for a Rain Water Harvester to be stipulated as a condition of the approval.
- d. An approved flood relief and drainage programme is necessary before any permission is granted to build on this site.
- e. House Sparrows, which are a protected species, are known to inhabit this area and indeed it is believe that they use the area as a breeding ground.
- f. The building of these properties, in particular the end property, would mean that the existing buildings, numbers, 59, 61 and 63 Highfields Road, would be overlooked which is inappropriate. The site is, in reality, too small for the proposed buildings.
- g. The building lines relating to Highfields Road and Bosserts Way which have been used in the plans are questionable. They appear to have extended their plans to incorporate areas which would normally not be acceptable from a planning perspective.
- h. There is a small seating area proposed on the pavement area on the main Highfields Road, which is inappropriate. The pavement is not wide enough to accommodate these benches and still be wide enough for pedestrians, particularly those with children. In addition, the site is opposite the Social Club and our experience tells us that they will be used for illegal drinking by youths and be vandalised, as has happened in the past.
- i. The proposed 5 bedroom dwelling is out of context for the site. It is too large and will overshadow both of the proposed bungalows. The site is too cramped and can possibly only take Two Bungalows if it is going to relate to existing properties and not stand out like a sore thumb!
- j. Bosserts Way is an unadopted Road which is in extremely poor condition. There are no street, the road is in desperate need of repair and maintenance and there have been 5 letters of complaint received from the residents with regards to this application. The Application indicates that there is a management committee looking after the road; this is in actual fact not the case, which is causing the existing residents much frustration.
- k. The Planning Application does not provide for adequate off road parking. There is already a parking problem on the road as the road is extremely narrow and causes visual and manoeuvring problems for drivers and it would be inappropriate to build such large residences without providing car parking and/or garage spaces for at least two spaces for each bungalow and 3 for the 5 bedroom dwelling. There is no bus service through the village and the use of cars is therefore unavoidable and the storage and parking space for vehicles needs to be planned or accordingly.
- l. The Design and Access Statement indicates that this is currently a wasteland and unkempt. The fact is that this site is a flood plain and been specifically neglected by the owners for the purpose of using this as a reason to build. In truth, much of the visual aspect would be improved by a little maintenance by the owner, thus removing this excuse from the application.

- m. The Design and Access Statement states that “general services and transport facilities offered is good”. This is not the case. The village does not have a bus service, there are very few amenities in the village (we do not even have a post office or public house or eatery). As stated earlier in the comments, the occupiers would need to have vehicles to get about. In practical terms this means that every adult would have a car, as is the case throughout the rest of the village.
- n. The Design and Access Statements also states that the Parish Council supports the Planning Application. This is in fact not the case. Indeed the previous application which was submitted was rejected by the Parish Council and comments made giving reasons.
- o. Should the Application be accepted, then the Parish Council would recommend that the hedge or fence around the buildings should be no higher than 1 metre. Each junction on Highfields Road currently have visual problems for those trying to come out of the side roads and to allow a hedge or fence to be higher than 1 metre would cause a dangerous impediment to the drivers’ vision. The Drawings/Sketches submitted do not reflect the actual situation and could affect the visibility aspect of approaching T Junction.
- p. The Parish Council has been contacted by letter from five local residents highlighting their concerns over the following aspects (these letters have also been forwarded to SCDC Planning Department):

“There is no Management Committee dealing with the condition of the road”

“There is inadequate allocation of OFF STREET PARKING”

*“Filled in ditch causes local flooding. The ditch should be reinstated as an OPEN DITCH and **NOT** piped to alleviate the problem.”*

“The road is in terrible condition and unfinished which is why it is an unadopted road. It is also far too narrow to accommodate more on street parking which such properties as those proposed would lead to.”

- q. Recommended conditions, should the application be approved:
- No work should be carried out before 8am and should finish by 6pm (1pm Saturdays)
 - No work on Sundays or Bank holidays
 - Any spoil removed should not be used to raise ground levels and create neighbouring flood problems
 - Parking and compounds should be provided on site if possible to ensure that disturbance to nearby properties is kept to a minimum.
 - Roads used by any site traffic should be kept free of mud and if necessary regularly swept. Wheel washing facilities should be used.
8. **Local Highways Authority** –The LHA have raised no objection as the land is not publically maintainable highway.
9. **Environmental Health Contaminated Land Officer** – No objections raised from a contaminated land viewpoint.
10. **Environmental Health** – Comments for this scheme are unchanged from that of the earlier proposal. No objection subject to conditions regarding construction hours and pile driven foundations. Informatives include restriction on the burning of waste.

11. **Housing Enabling Manager** – There is a housing need across the District, demonstrated by the fact we have 3, 275 applicants on the list. The housing list is the number of occupants waiting to be housed in accommodation in South Cambridgeshire. Therefore having looked through the application, I note 3 RP's have been consulted over the provision of affordable housing in Caldecote and they have declined to commit to this. We would therefore seek to ensure, an offsite contribution in this case. Discussion is still taking place with regard to a final figure being agreed.
12. **Ecology Manager** – No objections.

Representations

13. Five representations have been made with regard to this application. Concern has been raised with regard to the following points:-
 - The benches proposed would promote anti social behaviour
 - The open ditch that runs across the front of the site should be fully reinstated and not piped as this will limit its functionality.
 - The road and surface in Bosserts Way is narrow and sub standard
 - Not enough parking on individual plots that will lead to parking in Bosserts Way.
 - Maintenance of the road is unclear – No residents association as indicated in the submissions.
 - The impact of construction traffic on the already poor road and surface will have an adverse impact on the road and other occupiers
 - The footpath is not to Highway Standards
 - The road and footpath should be resurfaced as part of the development to Highway standard
 - Better signage on the road (indicating No Through Road)
 - As the last plots to be developed in this street there are conditions in the deeds that state the road should be surfaced and maintained to adoptable standards.

Planning Comments – Key Issues

14. The proposed scheme was resubmitted after withdrawal of an earlier scheme. The applicant was made fully aware of the policy requirements in terms of density, housing mix, heads of terms, affordable housing and neighbour amenity. Whilst it is considered that the principle of the development is acceptable and the submitted scheme ticks all the boxes with regard to specific policy criteria these main issues are discussed below briefly for clarification.
15. The main areas of concern with regard to this application that have been raised by third party representations are drainage, ecology, neighbour amenity (overlooking, overshadowing, overbearing), impact on the wider street scene, parking provision and highway safety.

Principle of development

16. Caldecote is defined as a Group Village within policy ST/6 of the Core Strategy. The site falls within the Caldecote Development Framework and thus the proposed development is in accordance with policy DP/7 of the Local Development Framework. In accordance with policy ST/6, residential development and redevelopment up to an indicative maximum scheme size of 8 dwellings is permitted within the village frameworks of Group Villages. Given the location and the size of the plot it is advised that any more than three units on this plot is likely to be too intensive for the site and

larger schemes could not foreseeably be facilitated without significant harm to neighbouring properties.

17. Housing density policy HG/1 is applicable in this instance and this seeks a minimum density of between 30-40 dwellings per hectare, depending upon sustainability. The entire site equates to 0.161ha. A scheme of 3 dwellings would result in a density of approximately 18dph. Given the strong character of the site and the existing surrounding context it is considered that development at such a low density would not be unacceptable in this instance. It is considered by the Parish Council that the development is cramped. However, officers are of the view that the pattern of development is consistent with its surroundings and on balance, not significant to warrant a recommendation of refusal.
18. With regard to Policy HG/2, the development proposes 1 x 2 beds, 1 x 3 beds and 1 x 4 beds. This mix is reflective of the policy requirement that asks for a mix of units providing accommodation in a range of types, sizes and affordability to meet local needs. In developments of up to 10 units the policy asks that at least 40% should be 1-2 bed, 25% 3 bed and 25% 4 bed units. This proposal comprises one of each and considered to not only meet the LDFDCP requirements but also the 30% of residents represented in the Caldecote Parish Plan. Whilst the Parish Plan has minimal weight as a policy document, the preference of development from those represented does not indicate a general consensus for specific dwelling types, however homes for single people and sheltered housing accounted for the majority of opinions (73%). For those represented development of small groups of dwellings (10 or fewer) or single dwellings in controlled locations was preferred. The Caldecote Parish Plan states that the majority of its residents (56%) do not want further residential development in the village. Whilst the Local Authority appreciate the comments of those represented in this figure it is highly unlikely that no further residential development will be considered as an option and local residents should be mindful of the need for additional housing in the village, the wider District and the UK as a whole, especially where proposals meet policy requirements.
19. With regard to Affordable housing and the requirements within HG/3 this is still undergoing negotiation, however, it is agreed that an off site contribution is likely in this instance. A draft heads of terms was submitted with the application and final figures are still being discussed. Members will be updated on this matter.
20. The District Design Guide March 2010 (DDG) was used as a specific reference in the discussions following the withdrawal of S/2137/11 and the agent has applied the principles in the new submissions. Where two storey houses were proposed, these have been changed to bungalows to respect the amenity of adjoining properties. Distances between boundaries have been increased where possible, overlooking windows have been removed or relocated via internal changes, ridge heights have been reduced to lessen overbearing impact and reduce overshadowing and overall spacing on the site has been improved to contribute towards informal open space within the site edged red thus creating an opportunity to enhance the street scene.

Drainage

21. Based on the concerns raised by local residents and the Parish Council further consultation has taken place with the Environment Agency and the Councils' Drainage Manager. Members will be updated accordingly.

Ecology

22. The Ecology Officer has been consulted on this scheme throughout the application process and no specific concerns have been raised with regard to ecology on site.

Other than the prevention of site clearance during the bird breeding season this site has no ecological reasons for refusal.

Neighbour Amenity

23. The Parish Council have raised specific concern with regard to neighbour amenity; specifically overlooking of the new units on to 59, 61 and 63 Highfields Road. These properties are bungalows and are located to the southwest of the application site. As two of the three units are bungalows and the closest to the properties mentioned above overlooking is not considered to be adversely impacted. With regard to the two storey property, the first floor openings on the rear of this unit are of a far enough distance away (in line with the DDG) and would look towards the bottom of these units' rear gardens. Again, concern of overlooking these properties is not considered to cause an adverse impact on neighbour amenity.
24. The Parish Council also suggest that the two storey property is too large and out of context. The immediate neighbouring unit to this property and those opposite are all 1.5 or two storey properties and therefore, although the design is different to that of its immediate surroundings the scale and height is consistent with its immediate context. As this unit is located to the north of No. 59, 61 and 63 overshadowing is not considered to be significant, if at all, in terms of loss of light. The proposed bungalows are located to the south east of the two storey unit and due to the orientation will not experience loss of light either.

Open Space

25. Whilst the applicant has provided a draft heads of terms the development also includes an area of space within the site, clear of the public footpath, for the location of a village bench. It has been raised as a concern by the Parish Council and local residents that this could too easily become an area of unsocial behaviour and therefore request its removal. Having discussed this with the applicant removal of this from the submission is not a problem if it will assist in the positive support of officers. The Local Authority is supportive of open space within developments but appreciates the concerns of the Parish Council and will support its removal from the scheme. Appropriate landscaping of this area will need to be further considered if not to be used by the general public. Landscaping and implementation conditions will help secure this.

Parking Provision and Highway Safety

26. Whilst it is apparent that the road is not adopted and privately owned, the agent on behalf of the applicant is trying to negotiate further on this issue. It has been a main concern that has been raised by local residents and the Parish Council. The road is not maintained to a highway standard; however, this is difficult for the Local Authority to insist upon in the approval of this application. It is a matter that the landowners and buyers of the properties would have to negotiate outside of local authority powers.
27. With regard to parking provision the scheme proposes a double garage for plot 1 (4+ bed unit) with a 13 metre space to the front that has the potential for up to 4 cars to park clear of the highway (6 if the garage is used for parking). Plot 2 (3 bed) has a single garage space and a driveway comprising 8m x 6.5m allowing for off road parking for up to two cars (3 if the garage is used for parking). Plot 3 (2 bed unit) also has a single garage and a driveway measuring 7.5m x 6m allowing for off road parking for up to 2 cars (3 if the garage is used for parking). In light of the above each property is considered to have adequate provision for off road parking in accordance with the requirements of the LDFDCP

Developer Contributions

28. The applicant is aware of the required contributions towards open space, community facilities, waste receptacles and monitoring and legal fees. A Council Heads of Terms document has been submitted as part of this application.
29. *Other Matters*
- One resident in the Parish Council comments refers to deeds of the land. This is not a planning matter.
 - Construction traffic can be controlled by condition if required to ensure Bosserts Way remains free from congestion during construction.
 - Fencing along the boundary for plot 3 facing onto Highfields is raised by an objector. It is suggested that this be a 1 metre high fence to ensure visibility is appropriately addressed. At present hedging on the boundary is overgrown and the removal of this with a new fence line will improve visibility. The boundary fence is actually located further back into the site than the existing to allow for the siting of benches. With the benches removed the new fence could look a little stark. With this in mind there is scope for controlled planting in front of the proposed boundary fence that will not only improve the street scene aesthetically but also afford the new resident of plot 3 a private garden area.

Conclusion

30. The application proposes the development of 3 houses of varying design, size and scale on land owned by two individuals that have come together to get the best development out of the land. It promotes best use of land and a housing mix representative of LDF policy. The proposal has considered and addressed affordable housing, wider community contributions and on site open space, if wanted. The dwellings reflect existing properties in Bosserts Way as well as trying to respect those in Highfields. It has addressed neighbour amenity by reducing size and scale, thus having a positive impact on overshadowing, overlooking and being overbearing. All parking is off road. Overall the scheme is providing much needed housing in the District that appears to positively respect all LDFDCP policy. For the above reasons this scheme is recommended for approval subject to conditions.

Recommendation

31. Delegated approval be granted subject to further advice on drainage and affordable housing figures being agreed

The following conditions are suggested: -

- i) Time Limit
- ii) Approved Plans
- iii) Removal of Permitted Development Rights for Extensions
- iv) Windows on the rear to be fixed obscured
- v) No further openings in any of the elevations or roof slopes
- vi) Parking spaces to be retained for parking only
- vii) Developer Contributions including affordable housing if required.
- viii) Control over construction traffic
- ix) Hours of Construction
- x) Drainage – foul/surface water
- xi) Landscaping and Implementation

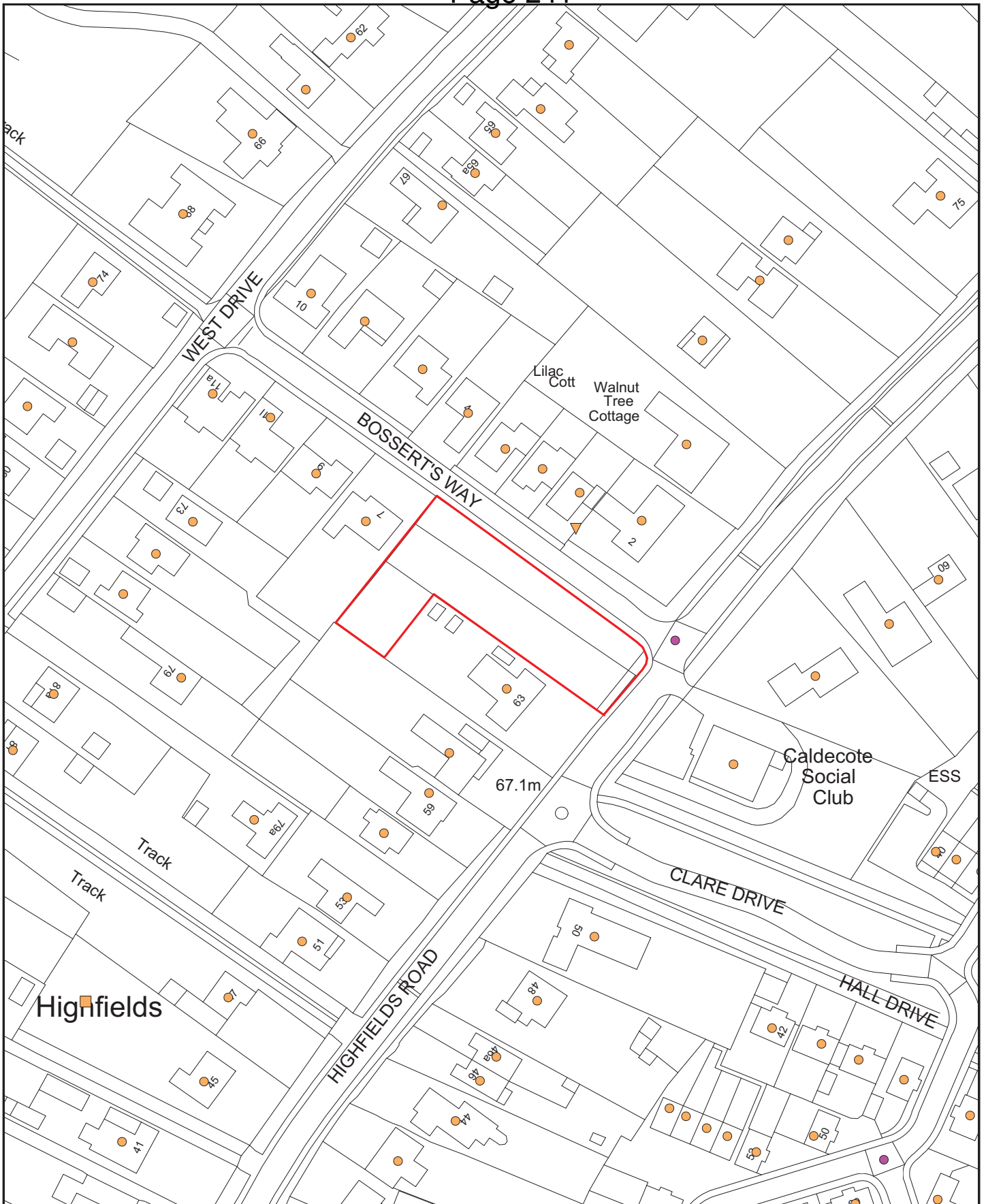
- xii) Deletion of the proposed bench (if agreed)

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

- South Cambridgeshire Local Development Framework Core Strategy DPD 2007
- South Cambridgeshire Local Development Framework Development Control Policies DPD 2007
- South Cambridgeshire Local Development Framework Supplementary Planning Documents: Open Space in New Developments and District Design Guide
- National Planning Policy Framework
- Planning File References: S/2137/11

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Scale - 1:1250
Time of plot: 11:07

Date of plot: 19/11/2012

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

5 December 2012

AUTHOR/S: Planning and New Communities Director

APPEALS AGAINST PLANNING DECISIONS AND ENFORCEMENT ACTION

1. To inform Members about appeals against planning decisions and enforcement action, and proposed hearing and inquiry dates, as 23 November 2012. Summaries of recent decisions of importance are also reported, for information.
2. **Decisions Notified By The Secretary of State**

Ref.no	Details	Decision	Decision Date
S/2309/11/	Mr A Thomas 13a Taylors Lane Swavesey Loft conversion and dormer	Dismissed	07/11/12
S/1004/12/FL	Mr J Crowe 10 Chalky Road Abington Extensions	Dismissed	12/11/12
S/0220/12/FL	Lightwood Property Surrey Ltd 10 Burton End West Wickham House, Access Road, Driveway and Parking	Allowed	20/11/12
S/1725/11	Heddon Management Ltd Land West 20 Church Street Ickleton Dwelling and Associated works	Dismissed	22/11/12

3. **Appeals received**

Ref. no.	Details	Decision	Decision Date
S/0518/12/FL	Mrs L Brown 3 Beaumont Place Meadow Road Willingham Siting of 4 Static Caravans, 6 touring craravans (part retrospective)	Granted	02/11/12
S/1569/12/FL	Mr S Vazhappilly 29 Lucerne Close	Refused	02/11/12

	Fulbourn 2 Storey Side Extension		
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4. **Local Inquiry and Informal Hearing dates scheduled before the next meeting on 9 January 2013**

Ref. no.	Name	Address	Hearing
S/0440/12/F	Weston Homes (Housing) Ltd	Adjacent 7 Station Road Over	15-17 January 2013 Confirmed
S/0041/12/FL	Mrs K O'Brien	Water Lane Smithy Fen, Cottenham	12- February 2013 Offered

5 **Summaries of recent decisions**

Mr Jess Frostick – Long-stay caravan site for two Gypsy families – plots 2 and 3, The Oaks, Meadow Road, Willingham – Appeal dismissed. Appellant's claim for costs dismissed

1. The main issue in this appeal was the effect the proposal would have on the character and appearance of the surrounding countryside. Other material considerations included the general need for and supply of gypsy and traveller sites in the district, the personal circumstances of the prospective occupants and Human Rights implications. Cllrs Manning and Corney attended and spoke at the hearing.
2. The two adjoining plots comprising the appeal site are located roughly mid-way along the field, alongside an access road. The plots were occupied by the applicants from about mid-2011 to July 2012 when they vacated the site following High Court action relating to the breach of a pre-emptive injunction taken out by the Council in 2007. This prevents the stationing of caravans and mobile homes on the land and on other land in the area.
3. Public views of the proposed development are restricted by mature hedgerows along the roadside and by field hedgerows in what is a relatively flat landscape. There is scope for landscaping, which would help to mitigate the visual impact of the site when seen from the field access or from within the field itself. However, the inspector agreed with the Council that the development would introduce relatively urban features such as mobile homes and touring caravans, along with vehicles and other operational development and domestic paraphernalia, and small enclosure sizes, within a generally open rural landscape. This would be at odds with the character of the surrounding countryside.
4. The impact of the proposal would be to significantly increase the extent of development in the field, regardless of whether the current temporary residential uses elsewhere on the site continue. While the harm due to encroachment on the countryside would be relatively small in physical terms,

the combination of the extent of development in the field and its proximity to the other existing gypsy/traveller sites directly opposite on the south side of Meadow Road would create an overall impression of the significant expansion of urban development into the countryside. Hence, the proposal would not accord with the development plan in this respect.

5. The inspector was referred to the most recent formal assessment of the need for gypsy and traveller sites in the district; the Cambridge sub-Regional Gypsy and Traveller Accommodation Needs Assessment (GTANA), published in October 2011. This leaves a need to identify permanent sites for 30 pitches in the period to 2016. He acknowledged there is an expectation that some of the 69 pitches with temporary permission will be approved as permanent pitches. In addition, the Council, in cooperation with Cambridge City Council, are in the process of planning for a large new Gypsy/traveller site, with some confidence expressed at the hearing that a site may well come forward in a reasonably short timeframe, with funding already secured from the Department of Communities and Local Government.
6. While he did not doubt that the Council is actively seeking to address under-provision, the inspector concluded there remains an unmet need. The preparation of a Gypsy and Traveller Development Plan Document, which had reached the stage of assessment of site issues and options, is no longer being taken forward, and at present the Council has no plans for traveller site allocation in advance of the adoption of its emerging Local Plan, expected in early 2016. There are no development plan policies specifically relating to Gypsy or traveller sites, so that sites that might come forward will be need to be assessed against the general development plan policies, albeit in the context of PPTS. The Council was unable to identify any available alternative sites and temporary sites that gain permanent planning permission are likely to be occupied already. There is no certainty that the Council's cooperative effort with Cambridge City Council will come to fruition. Sufficient sites may come forward within a realistic timescale to make good the existing shortfall in provision, but this cannot be relied upon. He therefore concluded that the present unmet need and lack of available sites weighed in favour of the appeal.
7. The families' health and educational needs and their need for a settled home also weighed in their favour. However, none of these factors was judged to be overriding, not least because all could be argued equally in respect of many other sites.
8. Against this, was the substantial harm to the character and appearance of the countryside and the consequent conflict with development plan policies. This was a substantial matter in its own right, and relates specifically to the present appeal site. On balance, the inspector considered that in this case the factors in favour of the proposal do not clearly outweigh its adverse impact. It followed that a grant of planning permission, even on a personal basis, was not justified.
9. The inspector also considered whether a temporary planning permission should be granted. There would still be substantial harm to the countryside, but it would not be permanent. However, based on the evidence provided by both sides, there was no clear prospect of any change in the relevant planning circumstances, any such temporary permission would have to allow for a period of several years. In those circumstances, the reduction in harm due to

being temporary would not be sufficient to tip the balance in favour of granting permission. In any event, *Circular 11/95* advises that temporary permission is normally only appropriate either where the applicant proposes temporary development, or when a trial run is needed. Neither of these applied in the present case. In all the circumstances, he considered that a temporary permission would not be appropriate.

10. The inspector considered that the protection of the public interest could not be achieved by means which are less interfering of the appellant's and prospective occupiers' rights. They are proportionate and necessary and hence would not result in a violation of rights under Article 8 of the First Protocol of the European Convention on Human Rights.
11. A further consideration was whether payments should be made towards open space and indoor community provision. The appellant had refused to agree any such payment. In principle, the inspector accepted there is a policy background and evidence to support the Council's view that financial contributions are necessary to make the proposal acceptable in planning terms. However, he noted that the standards applied are derived solely from residential housing, and the needs or impacts of Gypsy or traveller families, insofar as they may diverge from those of settled families, have not been considered. Moreover, as he understood it, the Council's decision to seek infrastructure contributions in connection with Gypsy or traveller site applications, on the basis that the demands on facilities would be no different than if permission had been granted for permanent housing, post-dates the various supporting documents. There is therefore no indication that factors such as travelling lifestyle etc, which might result in a different impact on local infrastructure from ordinary housing, have been considered in determining the need for, and appropriate level of, contribution. Neither party was in a position to put forward detailed reasoned arguments to enable him to fully consider whether the contributions met the NPPF tests. However, since he was dismissing the appeal for other reasons he did not consider it necessary to come to a firm conclusion on this matter.
12. He therefore concluded that the proposed development's adverse consequences would clearly outweigh the benefits. Accordingly planning permission should be refused and the appeal dismissed.
13. The appellant's claim for costs centred on the withdrawal of one of the reasons for refusal late in the day in order that the Council could bolster its case for seeking compliance with the injunction. The three reasons set out in the Council's decision were all the same as those given in an earlier decision, but much has changed since then, and if the second reason for refusal fell away then the other reasons could not reasonably be relied upon, especially as the Council's Landscape Officer's view was that the proposal would not be harmful, subject to appropriate landscaping. The Council's response was that the Inspector would be unlikely to support it on its second reason for refusal, and hence it did not pursue it so as not to waste time. The reason for refusal, relating to the character and appearance of the local area and the surrounding landscape, was substantiated, by reference to both local and national policy. The Council had therefore met the requirement in the Costs Circular, which requires no more than a respectable basis for its stance. The Landscape Officer's comments that he would not object to the use subject to a landscaping scheme, was made in the context of earlier government advice

which took a less strict view of new traveller development in the countryside than the current national policy on traveller sites.

14. The inspector concluded that the essence of the applicant's case was that the harm to the countryside, of itself, did not justify withholding planning permission. To a large extent this relied on the Landscape Officer's comments on an earlier application, which related to a greater degree of development. The inspector found the Council's analysis of the impact of the appeal proposal to be objective and accurate, and the harm identified, with which he broadly agreed, could not, in his view, have been satisfactorily overcome by the imposition of conditions. He was satisfied that the evidence produced in its written submissions and at the hearing provided a respectable basis for the Council's stance. Regardless of the timing of the withdrawal of the second reason for refusal, it had not been argued that this led to any wasted expense in preparing for the appeal. Overall, he found that unreasonable behaviour resulting in unnecessary expense had not been demonstrated and that an award of costs was not justified.

Background Papers: the following background papers were used in the preparation of this report: None

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Proposed Timetable of Planning Committee Meetings 2013-14

Committee Date (Wednesday)	Site Visits (Tuesday)	Notes
9 January 2013 (Week 2)	8 January 2013	Second Wednesday and Christmas break
6 February 2013	5 February 2013	
6 March 2013	5 March 2013	
3 April 2013	2 April 2013	Good Friday and Easter Monday
8 May 2013 (Week 2)	7 May 2013	Bank Holiday (6 th) and second Wednesday
5 June 2013	4 June 2013	Bank Holiday (27 th)
3 July 2013	2 July 2013	
7 August 2013	Tuesday 6 August 2013	
4 September 2013	3 September 2013	Bank Holiday (26 th)
2 October 2013	1 October 2013	
6 November 2013	5 November 2013	
4 December 2013	3 December 2013	
8 January 2014 (Week 2)	7 January 2014	Second Wednesday and Christmas break
5 February 2014	4 February 2014	
5 March 2014	4 March 2014	
2 April 2014	1 April 2014	
7 May 2014 (Week 1)	6 May 2014	Elections the week before

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