

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Development and Conservation
Control Committee

3rd November 2004

AUTHOR/S: Director of Development Services

S/0771/04/F - Sawston

Change of Use of Agricultural Buildings to Hostel Accommodation for Agricultural Workers and Ancillary Office Accommodation Together with Erection of Covered External Area and Use of Existing Bungalow as Warden Accommodation at Dernford Farm, Stapleford

Recommendation: Approval

Background

1. Members may recall that this application was deferred at last month's meeting to await the response from the Local Highways Authority and to enable consultation with Little Shelford Parish Council. A copy of last month's report is attached as an appendix.

Update

2. The comments of **Little Shelford Parish Council** will be reported verbally at the Committee meeting.
3. **The Local Highways Authority** notes the comments of Sawston Parish Council and that the use of the existing leased buildings would cease but remains concerned about the proposal. If the transport for workers was secured by minibus then it would be difficult for an objection from the highway point of view to be sustained because the trips would be only some 12 per day. However, it would be impossible to condition and enforce the type of vehicle to be used. Also, could a condition preventing the occupiers of the hostel from owning motorised transport be enforced? If cars rather than minibuses were to be used, the daily trips would increase to some 30 per day. The potential traffic is greater than is generated now and the proposal should therefore be refused. The LHA also confirms that the existence of the cycleway has been considered in this instance but there are many instances of cycleways crossing accesses and roads as in this case.

Planning comments

4. The Local Highways Authority has continued to recommend refusal of the application on the basis that if cars rather than minibuses would be used to transport workers, the number of movements (approximately 30 per day) would be greater than is generated by the existing buildings (estimated by the Local Highways Authority to be 22-25 movements per day). The problem relates to the restricted width of the access, the ill-defined junction with London Road and severely restricted visibility both horizontally and vertically to the north west along London Road. In light of these comments, the proposal would only be acceptable if the permission is subject to a legal agreement to (a) prevent occupiers of the hostel from owning their own motorised transport; and (b) to require vehicular movements to be made by minibus rather than car.

Recommendation

5. Subject to the prior signing of a Section 106 Agreement to prevent occupiers of the hostel owning their own motorised transport and to require transport of workers to be by minibus rather than car, approve the application, as amended by plans and details submitted on 26th May, 23rd June and 5th July 2004:
 1. Standard Condition A – Time limited permission (Reason A);
 2. Sc5a – Details of materials for external walls and roofs (Rc5aⁱⁱ);
 2. Sc51 – Landscaping (Rc51);
 4. Sc52 – Implementation of landscaping (Rc52);
 5. Sc60 – Details of boundary treatment (Rc60);
 6. Before the use, hereby permitted, commences the buildings shall be acoustically insulated in accordance with a scheme that shall previously have been submitted to and approved in writing by the Local Planning Authority (Reason – To minimise noise disturbance to neighbouring properties);
 7. Before the use, hereby permitted, commences, a wall shall be constructed between Buildings B and D (in the position denoted on the attached plan) in accordance with a scheme that shall previously have been submitted to and approved in writing by the Local Planning Authority (Reason – To minimise noise disturbance to neighbouring properties);
 8. Vehicles associated with the early morning transport of workers shall be parked immediately adjacent to the eastern edge of the wall shown between Buildings B and D (shown hatched on the attached plan) and vehicles shall be started, loaded with passengers and driven directly off site from this location (Reason – To minimise vehicle noise disturbance to the adjacent dwelling);
 9. Building D shall not be used for any purpose other than as offices (Reason – To minimise noise disturbance to neighbouring properties);
 10. No vehicle movements for 1 hour prior to children's arrival time at Sawston Village College and for 1 hour after departure (Reason – To avoid conflict of vehicles with pedestrians and cyclists using the footpath and cycleway at the junction of the access with the A1301)
 11. Prior to the commencement of any development, a scheme for the provision and implementation of foul water drainage shall be submitted to and agreed in writing with the Local Planning Authority. The works/scheme shall be constructed and completed in accordance with the approved plans/specification at such time(s) as may be specified in the approved scheme. (Reason – To prevent the increased risk of pollution to the water environment);
 12. Prior to the commencement of any development, a scheme for the provision and implementation of surface water drainage shall be submitted to and agreed in writing with the Local Planning Authority. The works/scheme shall be constructed and completed in accordance with the approved

plans/specification at such time(s) as may be specified in the approved scheme. (Reason – To ensure a satisfactory method of surface water drainage);

13. The hostel accommodation, hereby permitted, shall not be used other than for the accommodation of agricultural workers only and for no other purpose. (Reason – To ensure that the use is appropriate to a rural area and in keeping with the aims of Policy P1/2 of the Cambridgeshire and Peterborough Structure Plan 2003).
14. Archaeology condition

Informatives

Reasons for Approval

1. The development is considered generally to accord with the Development Plan and particularly the following policies:
 - **Cambridgeshire and Peterborough Structure Plan 2003: P1/3** (Sustainable Design in Built Development) and **P1/2** (Environmental Restrictions on Development)
 - **South Cambridgeshire Local Plan 2004: GB2** (Development in the Green Belt)
2. The development is not considered to be significantly detrimental to the following material planning considerations which have been raised during the consultation exercise:
 - Residential amenity including noise disturbance;
 - Highway safety;
 - Visual impact on the locality and upon the openness of the Green Belt;
 - Suitability of the buildings for conversion

General

1. The public footpath must remain open and unobstructed at all times from building materials and parked vehicles (it is an offence both at common law and under s137 of the Highways Act 1980 to obstruct a public footpath);
2. The surface of the footpath must not be altered without the consent of the County Council Countryside Services Team (it is an offence under s1 of the Criminal Damage Act 1971 to damage the surface of a public footpath);
3. No vehicles can drive over the footpath unless they have lawful authority (this comprises an offence under s34 of the Road Traffic Act 1988).
4. The applicant's attention is drawn to the comments of the Environment Agency set out in the attached letter dated 28th April 2004.

Background Papers: the following background papers were used in the preparation of this report: Cambridgeshire and Peterborough Structure Plan 2003; South Cambridgeshire Local Plan 2004; File Ref: S/0771/04/F.

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