Site and Proposal

1. This 4.23 ha site is sited on the northern edge of the village between Bannold Road to the south and Orchard Drive (part of the housing on Waterbeach Barracks) to the north. To the west is a tree screen and area of open space at the entrance to the Barracks. To the east is an arable field and then Cody Road. The southern boundary comprises the rear gardens of properties in both Bannold Court and Bannold Road.

2. The site comprises the premises of Bannold supplies which deals in “heavy” hard landscaping materials ie. store, ballast, railway sleepers etc. The yard occupies the middle 2.4 ha of the site with the remaining land to the west, north and east being agricultural buildings, grazing for cattle and sheep and paddock respectively.

3. The outline application, received 26th July 2004 proposes the development of the 2.4 ha yard for housing, between 100-120 dwellings, with the remainder of the site being open, landscaped space, and a storm-water lagoon. The density would equate to between 41.6 d/ha and 50 d/ha.

4. The application is accompanied by a planning statement from the Agents, a Flood Risk and Drainage Statement, a Transport Assessment, an Archaeological Field Evaluation and an Ecological Habitat Survey.

Planning History

5. The site was not originally included in the revision of the 1993 Local Plan but, following representations by the owners of the land, the Inspector recommended it as an appropriate site for inclusion within the village framework and allocation for residential development. The Council agreed with the recommendation and the allocation was included in the proposed modification to the draft plan in October 2002.

Planning Policy

6. Cambridgeshire and Peterborough Structure Plan 2003:-

Policy P1/3 Sustainable design in built development
Policy P5/2 Re-using previously developed land as buildings
Policy P5/3 Density
Policy P5/4 Meeting locally identified housing needs
Policy P6/1 Development Related Provision
Policy P6/4 Drainage
Policy P8/2 Implementing sustainable transport for new development
Policy P8/5 Provision of parking
Policy P8/6 Improving bus and community transport services
Policy P8/8 Encouraging walking and cycling
Policy P9/8 Infrastructure Provision

South Cambridgeshire Local Plan 2004

Policy SE3 List of Rural Growth Settlements
Policy HG3 Allocations in Rural Growth Settlements
Policy HG7 Affordable housing on sites within village frameworks
Policy HG10 Housing mix and design
Policy HG22 Energy Conservation
Policy TP1 Planning for more sustainable travel
Policy CS1 Planning obligations
Policy CS10 Education (financial contributions)
Policy CS13 Community safety
Policy RT2 Provision of public open space in new development
Policy EN5 Landscaping of new development

Consultation

7. Waterbeach Parish Council accepts that development will take place on this site but it has a number of concerns, see following

8. The comments are attached as Appendix 1.

9. The Development Brief refers to the need to improve the junction of Bannold Road with High Street/Denny End Road by way of a central pedestrian refuge/splitter island and also a financial contribution towards improvements to the Denny End Road/Ely Road (A10) junction. Talks are on-going in this respect and the comments of the Local Highway Authority will be reported verbally.

10. The Environment Agency is concerned that the section of the site suggested for development is only part of the total site and that, if the remainder were to be built on in the future, the surface water system could not cope. Further clarification is sought in this respect. In addition, the following conditions are recommended as part of any approval:

11. – Scheme for the provision and implementation of a comprehensive surface water run-off limitation to be submitted and agreed.

12. – Scheme for the provision and implementation of maintenance of the surface water system to be submitted and agreed.

13. In addition the Environment Agency suggest that a contamination report be prepared and also that watercourses should be kept open, and not culverted.

14. The Waterbeach Level Internal Drainage Board will receive all surface water from the site and were in discussions with the land-owner prior to the application being submitted. The Board’s surface water receiving system has no residual capacity to
accept increased water of run-off but agrees that Section 3 of the Flood Risk and Drainage statement appended to the application to be an acceptable solution.

15. The Chief Environmental Health Officer requests a condition relating to site contamination; such report to include any remedial works to deal with same. A condition should also limit hours of machinery during the construction period of the development. Informatives are requested in respect of piled foundations, if needed, no burning of waste and a Demolition Notice for the buildings on site.

16. Cambridgeshire Fire and Rescue Service asks for fire hydrants to be provided in any scheme.

17. The Chief Financial Planning Officer, Cambridgeshire County Council asks for education contributions to cover local pre-school nursery and primary schools places at the rate of £2,450.00 per dwelling.

18. The Landscape Design Officer would wish to see the two parallel hedgerows on the eastern section of the site protected from the surface water balancing pond and any houses overlooking the areas of public open space.

Representations

19. Councillor Mrs Williamson has queried several issues in the Transport Assessment and Planning Statement, these are attached as Appendix 2.

20. Eleven letters of objection have been received from neighbours. Points raised are:-

21. i) Traffic

- Bannold Road not suitable for extra traffic from the development
- Traffic survey did not appear to take into account all the farm vehicles on Bannold Road, especially during the harvest, nor the high level of removal vans serving the Married Quarters
- Difficult to drive through village because of parked vehicles.
- Traffic calming needed on Bannold Road and Way Lane because of the speed of traffic and proximity to the school.

22. ii) Access

- The existing access to the yard is adequate for the development.
- If retained as an emergency access, as planned, it should be provided with bollards.
- Proposed access adjacent to No. 21 Bannold Road - will not be possible to sit out in garden because of traffic noise, will also be 9 ft from bedroom window.

23. iii) Junction Improvements

- the Bannold Road/High Street junction is poor, would be better with traffic lights or a roundabout.
- If central island is constructed, it will be difficult/dangerous to access the driveway at No 34 High Street.
- A central island would make it difficult for large vehicles to use junction safely.
- At present the junction is open and simple, improvements would make it visually and aesthetically displeasing.
• No. 34 High Street would lose a parking space outside its house and it would appear difficult, impossible for maintenance/delivery vehicles to park outside, as they can at present.

24. iv) Drainage

• Flooding could be a problem.
• There are problems with the drains. The Bannold Road sewer had to be pumped out in August.

25. v) Infrastructure

• Not adequate at present, ie. schools, shops.

26. vi) General

• Only bungalows should be built adjacent to existing properties.
• Fencing should be constructed on all existing boundaries for privacy and security, especially where abutting public open space.
• Care over lighting
• Hope that the development will be of a high standard and not detract from the character of the village.
• Loss of view, value and privacy
• Hedges should be protected and adjacent gardens should not suffer damage from foundations or root encroachment.

Planning Comments – Key Issues

27. With the site being allocated in the Local Plan for development, and a Development Brief subsequently approved, there are really only two key issues, one relating to the improvements to the Bannold Road/High Street junction, together with a contribution towards improvements to the Denny End Road/A10 junction, and the other, the increase in density from the suggested 85 units, as originally planned, to the 100-120 now sought.

28. Access/traffic
As can be seen from the views put forward by the local community, much concern has been expressed at the need for the Bannold Road/High Street junction improvements. At present, the junction has an extremely wide bell-mouth which can lead to some rather “sloppy” traffic movements, together with difficulties for pedestrians having to cross such a wide junction. The proposed improvements, which slightly narrows the bell-mouth, and provides a central splitter island/pedestrian refuge appears, on paper at least, to be workable. However there are serious concerns that larger HGV’s will have difficulty achieving access as Denny End Road is not at right angles to Bannold Road, it is approximately 55°, resulting in lorries having to swing wide onto the wrong side of the road. If the junction is improved, the local fear is that large lorries would then approach the junction via the High Street, creating further problems and danger in the village.

29. The applicants agents have been copied all the local concerns and, in turn, these have been discussed further with the Highway/Transport Consultants acting for the applicant. A verbal up-date will be given in this respect.

30. Density
Policy HG3 of the Local Plan, 2004, proposes a notional density of 35.4 dpha ie. 85 dwellings. Policy P5/3 of the Structure Plan, 2003, states that densities of at least 40 dpha should be sought in locations close to a good range of existing or potential services and facilities and where there is, or there is the potential for, good public transport accessibility. Maximum densities should be sought which are compatible with maintaining local character. The suggested number of dwellings, 100-120, would achieve a density between 41.6 dpha and 50 dpha.

31. The site is unusual in that it is not the normal "edge of settlement” allocation with long distance views when approaching the village. It is tightly positioned between Bannold Road to the south and part of Waterbeach Barracks to the north, with the well-screened main entrance to the Barracks to the west. From the east, restricted views will only be achievable from Cody Road, 110.0 metres away. As such the site is not that visible and a scheme of 120 dwellings, as opposed to the original 85 suggested, will have little or no greater effect on the character of the area. With 2.4 ha being built on, 1.83 ha remains for landscaping.

32. Other Issues.
Concerns have been expressed at the problems of infrastructure namely schools and drainage. There is a shortfall of school places, both Nursery and Primary, but a Section 106 Agreement will require the payment of an Educational Contribution.

33. Prior to the application being submitted, there were extensive negotiations with the Environment Agency, the Waterbeach Level Internal Drainage Board and Anglian Water Services with regards to both foul and storm water drainage. All three bodies are satisfied with the details of the Flood Risk and Drainage Statement submitted with the application plus, where necessary, the imposition of safeguarding conditions.

34. The Development Brief regards the developable area as the 2.4 ha of the builders yard/hard landscaping storage and sales. The remainder of the site should be public open space.

35. The Parish Council queries why all such space has to be at the rear of the site and suggest that, with the same ratio of Greenfield to brownfield, that more open space be permitted within the housing layout to achieve safer areas for children’s play which are a) closer to houses and b) overlooked.

36. Whilst it is essential to retain the bulk of such areas “outside” the actual housing area, green area(s) and incidental open space within the layout will be important. This point can be considered at the Reserved Matters stage.

37. Hopefully, with an agreed committed sum, the Parish Council will take on the responsibility of the public open space and the landscaping. Not surprisingly, it asks “who will be responsible for the surface water pond and its maintenance? Not only annual maintenance but clearance when silted up?” It will be essential to agree/resolve this issue as part of the Section 106 Agreement.

38. Where the new development is close to existing properties, neighbours’ amenities will be safeguarded through additional fencing/screening if considered necessary, and a satisfactory relationship between existing and proposed dwellings.

39. I shall up-date Members with regards any changes to the planned junction improvements at the Bannold Road/High street junction, and the question of contributions to the Denny End Road/A10 junction.
Recommendation

40. Subject to the satisfactory outcome of the junction improvements and the prior signing of a Section 106 Agreement to cover the following items:

- Public open space and its maintenance
- Off site drainage works – both foul and surface as required.
- Off site highway improvements and/or contributions
- Educational contributions
- Affordable housing, delegated approval be granted subject to safeguarding conditions.

Delegated approval be granted subject to safeguarding conditions

Informatives

Reasons for Approval

1. a) Policy P1/3 Sustainable design in built development
   Policy P5/2 Re-using previously developed land as buildings
   Policy P5/3 Density
   Policy P5/4 Meeting locally identified housing needs
   Policy P6/1 Development Related Provision
   Policy P6/4 Drainage
   Policy P8/2 Implementing sustainable transport for new development
   Policy P8/5 Provision of parking
   Policy P8/6 Improving bus and community transport services
   Policy P8/8 Encouraging walking and cycling
   Policy P9/8 Infrastructure Provision

   b) Policy SE3 List of Rural Growth Settlements
   Policy HG3 Allocations in Rural Growth Settlements
   Policy HG7 Affordable housing on sites within village frameworks
   Policy HG10 Housing mix and design
   Policy HG22 Energy Conservation
   Policy TP1 Planning for more sustainable travel
   Policy CS1 Planning obligations
   Policy CS10 Education (financial contributions)
   Policy CS13 Community safety
   Policy RT2 Provision of public open space in new development
   Policy EN5 Landscaping of new development

2. Traffic
   Access
   Highway safety
   Drainage
   Infrastructure
   Neighbour amenity
   Character of village

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

County Structure Plan 2003
South Cambridgeshire Plan 2004
Planning Application File S/1551/04/O
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