

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

7th October 2009

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

S/1177/09/F - WILLINGHAM

Erection of 8 Affordable Dwellings, Provision of Car Parking and Alterations to Existing Access, Land North of Westfield for Mr C Handley

Recommendation: Refusal

Date for Determination: 7th October 2009

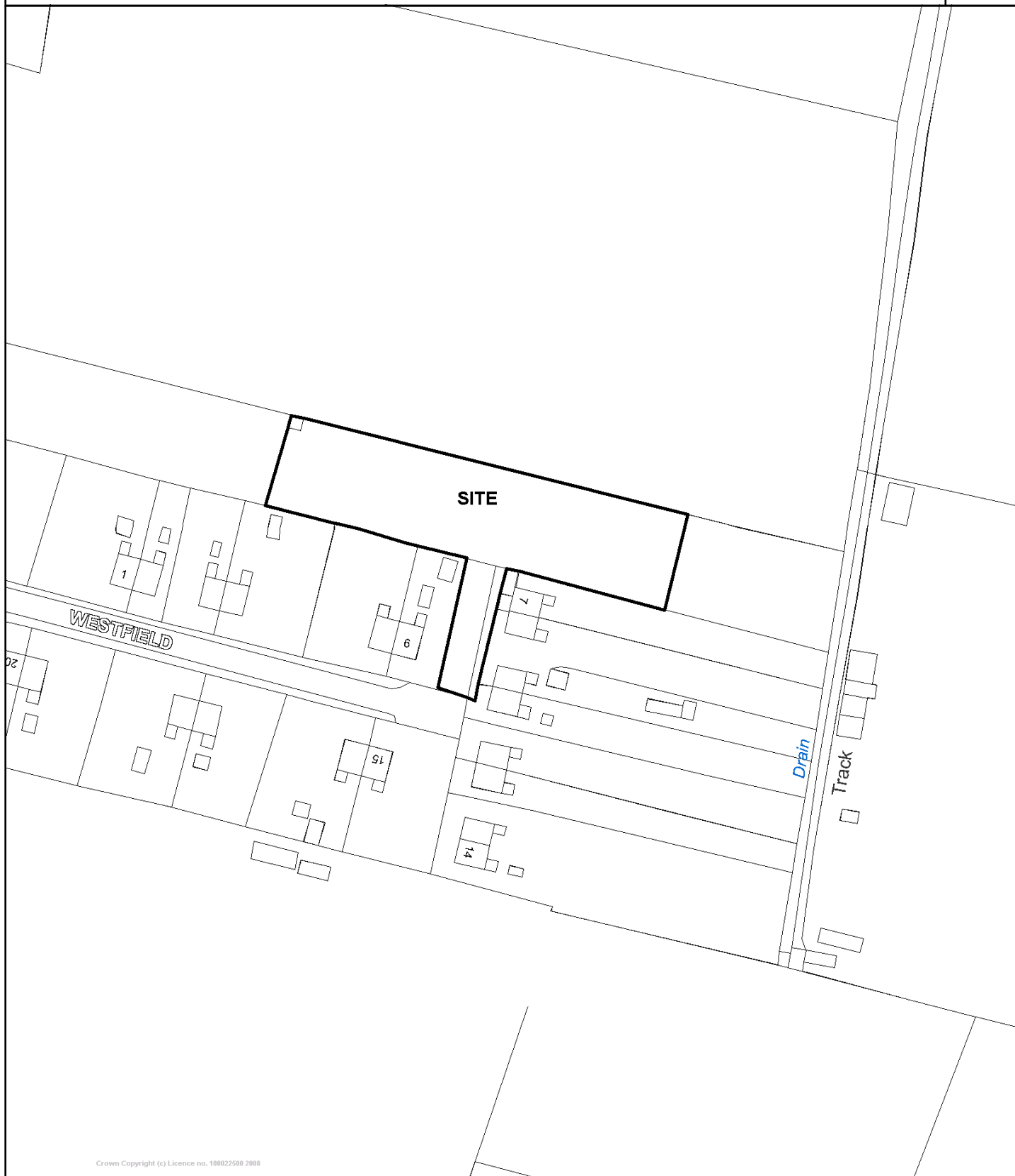
Notes:

This Application has been reported to the Planning Committee for determination as it relates to an exception site for affordable housing

Members will visit this site on Wednesday 7th October

Site and Proposal

1. This full application, registered on 12 August 2009, proposes the erection of 8 affordable dwellings on a 0.2 ha area of overgrown grassland to the north of Westfield, a development of local authority housing to the east of Station Road, which connects Willingham to Longstanton.
2. The application site is part of a larger area of land. To the north, east and west is agricultural land, and these boundaries are currently open. There is fencing and planting on the southern boundary of the site with Westfield
3. The application proposes 4 pairs of semi-detached houses, comprising 2 two-bedroom and 6 three-bedroom dwellings. The units are affordable dwellings for rent.
4. Access to the site would be from Westfield from a spur off the main access road, which currently serves Nos 7, 8 and 9 Westfield, and comprises a 4m wide roadway with paved parking spaces in front of the houses, and a small turning area at the northern end, beyond which is a 1.8m high fence. The roadway would be widened to provide a 4.8m wide carriageway with a 1.5m wide footpath in front of the existing houses in Westfield. The existing parking spaces will be lost.
5. The existing road from Westfield will be extended into the application site to provide a parking area for 13 vehicles to serve the new development, including one disabled space, and a turning area.
6. The proposal also indicates the provision of an improved visibility splay, where the widened roadway meets the main Westfield road, across part of the current garden of No6 Westfield, which will require the removal of a Yew tree and part of an existing front boundary hedge. This area is not currently included in the red edged application site and is not within the control of the applicant.



Crown Copyright (c) Licence no. 100022500 2008



Reproduced from the 2008 Ordnance Survey mapping with the permission of the controller of Her Majesty's stationary office (c) Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

Scale 1/1250 Date 17/9/2009

Centre = 540186 E 268984 N

October 2009 Planning Committee

7. The proposed houses will have ridge heights of 8m. External materials of the dwellings are to be agreed. No formal area for open space is annotated on the submitted plan.
8. The density of the scheme is 40 dph.
9. The site is located approximately 550 metres to the south of the village framework.
10. The application is accompanied by a Design and Access Statement, and an Access Appraisal.

Planning History

11. There is no relevant planning history relating to the site itself, however an application for the erection of affordable housing on the west side of Station Road, opposite Westfield was refused in October 2007. One of the four reasons for refusal of that application was that the site was neither within or adjacent to the village of Willingham, being approximately 550m outside the village framework, and was not well related to the built-up area of the village or facilities and services within the village. The application had not advanced adequate justification to overturn those objections and was therefore considered to be in an unsustainable location contrary to policies of the Local Development Framework 2007.

Planning Policy

12. South Cambridgeshire Local Development Framework – Core Strategy – adopted January 2007:

ST/5 – Minor Rural Centres

13. South Cambridgeshire District Council – 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 Development

DP/7 – Development Frameworks

HG/1 – Housing Density

HG/3 – Affordable Housing

HG/5 – Exceptions Sites for 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/4 – Landscape Character Areas

NE/6 – Biodiversity

NE/9 – Water and Drainage Infrastructure

NE/17 – Protecting High Quality Agricultural Land

Consultation

14. **Willingham Parish Council** recommends refusal. It states ‘the proposed development is out of keeping with adjacent properties. It is out of place. It is outside the village envelope.’

15. The **Local Highway Authority** comments that the visibility splay of 2.4m x 25m to the west along Westfield as shown is acceptable to the Highway Authority. This splay crosses third party land, which will need to be negotiated by the developer prior to the application being granted.

Given the design of the proposed development the Highway Authority would not seek to adopt the road due to the substandard design and layout. The Highway Authority will not adopt anything with less than a 5m carriageway and with 1.8m footways.

16. The **Housing Development and Enabling Manager** comments that 'the application provides for 8 affordable housing units on an exception site, that would, if successful at Planning Committee, remain affordable in perpetuity for the local people of Willingham. As the applicant states within the content of the Design and Access Statement there is a very large demand for affordable housing in Willingham, however whilst the housing is required I am not satisfied that the applicant has made sufficient enquiries with our Housing Management team regarding their proposed access to the site.

Firstly the access road currently serves existing homes in Westfield and you will see from the attached plan that has been prepared (attached as an electronic appendix) there are several areas of communal parking which have been provided specifically for the residents who live at the end of this road. The advice that I have received from colleagues in Housing Management is that they would not wish to lose this facility. It is unclear from the proposal whether there is an intention to improve the access and what steps have been taken to either re-provide parking elsewhere, or any other offers, such as on plot parking. It is also unclear what if any consultation has been undertaken with the residents that are likely to be affected by the proposal.

The access and the ransom strip are in the ownership of SCDC, and unless planning permission is granted and we are satisfied that the residents are fully aware and in support of the proposals we will not support any request from the applicant to utilise this area. If planning permission were granted we would also expect the developer to share a reasonable proportion of the future maintenance of the access as the ownership currently belongs to SCDC.'

As at April 2009 there were 99 applicants identified on the Councils' Housing Register with a local connection to Willingham.

17. The **Councils' Lands Officer** is concerned about the loss of the parking area that appears to be proposed with the alterations to the access road. An easement over this Council owned land would not be agreed on this basis.
18. The **Affordable Housing Panel** does not support the application. Of particular concern was the loss of existing parking provision in Westfield and loss of amenity to existing residents.
19. **Anglian Water** comments that the foul flows from the development can be accommodated within the foul sewerage network system that at present has adequate capacity. It points out that the site lies within an area where there are no public surface water sewers within the locality. As a result the applicant will either need to construct its own surface water sewers and submit those for adoption by Anglian Water or requisition the provision of a public surface water sewer for the locality under Section 98 of the Water Industry Act 1991. Alternatively, the applicant will have to find an alternative method of surface water drainage, which will then need

to be agreed with the Local Planning Authority following consultation with the Environment Agency.

The foul drainage from this development will be treated at Over Sewage Treatment Works that at present has available capacity for these flows.

20. **Cambridgeshire County Council**, as Education Authority, originally commented that Willingham Primary has no spare capacity and a primary education contribution should be sought. It is expected that 8 dwellings will generate 2 primary school places at a cost of £8,400 a place. A contribution of £16,800 was therefore sought. It has since confirmed however that it would not seek a contribution provided that the application is for 100% affordable housing, which is its normal policy in such cases.
21. The **Ecology Officer** has no objection to the scheme and comments that the site appears to be an area of grassland that has been left unmanaged for several years as such there are a few small areas of low bramble growth. There are no significant hedges on the site, or water features. There was an owl or kestrel box mounted on a post in the distance and it is possible that owls/kestrels could use this site for foraging however there would appear to be similar habitats in the nearby locality. A suitable landscaping boundary feature would help to retain some rough grassland habitat. No further biodiversity information is required. However a condition should be attached to any consent to secure some form of ecological enhancement.
22. The comments of the **Corporate Manager (Health and Environmental Services)**, the **Trees Officer**, the **Architectural Liaison Officer, Cambridgeshire Constabulary**, and the **Environment and Operations Manager**, will be reported at the meeting.

Representations

23. 20 individual letters have been received from occupiers of properties in Westfield and Station Road, along with a letter on behalf of Westfield Working Together signed by 21 persons, and including a petition signed by 73 persons, objecting to the application on the following grounds:
 - (a) Proposed dwellings would be overbearing and cut daylight into the living room, kitchen and hallway of 7 Westfield and the rear gardens of 4 and 5 Westfield. Development would therefore be contrary to Policy DP3 2j.
 - (b) The proposed rear windows of Plot 8 would overlook the garden and living room of 7 Westfield and the rear and landing window of plot 1 would overlook the gardens of 4 and 5 Westfield and lead to an exceptional loss of privacy. Development would therefore be contrary to Policy DP3 2j.
 - (c) The proposed access to the site currently serves three dwellings and would lead to disruption, inconvenience and increase in on-road parking. Who will maintain the new roadway and who will have right of access over it, if it is not to be a public highway.
 - (d) Currently children play games at the end of Westfield in the car parking area so converting this to a road and not providing more parking areas for Nos 7, 8 and 9 will mean more cars are parked on the road and cars will go quickly around the corner leading to accidents as children play between parked cars.

- (e) The proposed improvements to the access from Westfield will result in the cutting down of a hedge in front of 5 Westfield which means a great deal of privacy will be lost. A Yew tree will also be lost. This will alter the character of the road. The access visibility splay required would significantly change the entrance to Westfield.
- (f) The B1050 is already a busy road and any increase in traffic through the village should be avoided. The junction with Station Road is already hazardous. Development would be contrary to Policy DP/3 1b.
- (g) The manoeuvring, use and parking of vehicles likely to be generated by the proposed development and their visitors (who have no allocated spaces) would have an adverse effect on the safety and free flow of traffic for the adjacent houses (6-15 Westfield).
- (h) Parking area in front of 7-9 Westfield is not wide enough to be used to park cars and allow a free flow of traffic to the site. There will be nowhere for visitors to these existing houses to park.
- (i) Increase in traffic outside existing houses at the end of Westfield will lead to excessive noise and lights flashing leading to a loss of amenity. The Access Appraisal submitted with the application indicates that there could be an additional 48 vehicle movements a day.
- (j) No 6 previously gave up part of its garden to ease parking problems but this benefit will be lost if the present scheme goes ahead.
- (k) The occupiers of 6 Westfield object to visibility splay being provided across the front garden of that property.
- (l) Junction of Westfield and Station Road is very busy. It can take 10 minutes to pull out at peak times. More houses in Westfield will increase the number of vehicles making the junction even more hazardous. Westfield is often used for parking by visitors to houses in Station Road as parking on Station Road can be hazardous.
- (m) There will be little or no vision when using the drive to No. 6 Westfield, which will be dangerous.
- (n) The proposed dwellings are 700m from the village framework and in reality will require the use of a car to access village amenities and so increase traffic from the road by at least 40%.
- (o) Village amenities and facilities such as the school and doctors are struggling to cope with the substantial increase in development over the past couple of years.
- (p) Affordable housing needs will be met by the new communities planned such as Northstowe and Cambourne where sustainable growth can occur – developments such as the one proposed are not sustainable in the long term.
- (q) The Local Development Framework states that development will be permitted in the minor rural centre of Willingham only within the village framework. This development is outside the village framework and no additional resources will

be allocated to provide additional services, which are already stretched. The development is therefore contrary to Policy DP/7.

- (r) The development does not accord with Policy HG/5. No firm evidence of a commitment from a housing society is provided; the development is not appropriate to the strict extent of the appropriate need as the application proposes 75% of dwellings with 3 or 4 bedrooms and only 25% with 2 bedrooms; the proposal is not well related to the built-up area of the village; the site is not well related to facilities and services within the village and; development will damage the character of the village
- (s) This type of development will lead to a general sprawl of the village into countryside between Willingham and Longstanton, which would not be in keeping with the semi-rural character and appearance of the area and would spoil the local area as well as not being in keeping with the Green Infrastructure Strategy. Development would be contrary to Policy DP/2.
- (t) Loss of view from the rear of existing houses in Westfield.
- (u) Parking area in front of 7-9 Westfield is not wide enough to be used to park cars and allow a free flow of traffic to the site. There will be nowhere for visitors to these existing houses to park.
- (v) Increase in traffic outside existing houses at the end of Westfield will lead to excessive noise and lights flashing leading to a loss of amenity. The Access Appraisal submitted with the application indicates that there could be an additional 48 vehicle movements a day.
- (w) Out of keeping with the village. The scale of the proposed houses, in terms of their spacing apart, is of a totally different density to the adjoining properties in Westfield and would be out of keeping.
- (x) Poor quality design, offering cramped accommodation when compared to the existing housing in Westfield.
- (y) Character of the street will completely change. The existing houses, erected in 1927, are quite unique in their construction and the new dwellings will not be comparable and will appear to have been stuck in a field, with no thought to the detriment of the surrounding area. The proposal would be visible from Westfield and Station Road and would appear out of keeping with the existing pattern of development.
- (z) With cars parked on either side of the Westfield it is only just possible to drive a standard size family car through the gap hence larger vehicles such as the emergency services would be unable to get access.
- (aa) The already over-burdened sewage system will not cope. There have been problems in the past and a 40% increase in usage will result in problems for the future.
- (bb) The site is a long way from the village recreational area and children currently socialise in gardens or the street. A potential additional 16 children will impact on existing privacy. There will not be sufficient play area and the new dwellings will have gardens that are considerably smaller than the existing gardens.

- (cc) Will set a precedent for further development in the vicinity, including building on the gardens of existing properties in Westfield.
- (dd) Policy DP/1 of the Development Control Policies DPD (DCP) requires that priority be given to brownfield sites but there is no evidence that such sites have been considered and found unsuitable prior to lodging this application.
- (ee) National Planning Policy Guidance 13: Transport refers to walking as the most important mode of travel at the local level, offering the greatest potential to replace short car trips, particularly those under 2 kilometres. While much of the village centre falls within a 2km walking limit many of the facilities are at the edge of that limit. Key walking distances include post office 1.6km; Co-op supermarket 1.8km; doctors surgery 1.9km; primary school 1.6km and library 2.25km. As a matter of practicality most residents will choose to drive rather than walk to the village centre, as is common practice among existing Westfield residents. This will particularly be the case in adverse weather conditions. The location is therefore not sustainable and contrary to DCP Policy DP/1, which requires that developments should minimise the need to travel and reduce car dependency. The development is not sustainable and therefore contrary too Policy DP/1
- (ff) The bus service is too slow and infrequent to realistically meet the needs of commuters and others travelling beyond the village.
- (gg) The occupiers of 7 Westfield are concerned that the development is very close to the boundary and will cut the amount of daylight entering the kitchen. In addition there will be a loss of privacy both to the side and front of the house with passing cars and increased use of the footpath by pedestrians.
- (hh) An application on the opposite side of Station Road was refused in 2008 on the grounds that it was not well related to the amenities in Willingham. The same should apply to the current application.
- (ii) Not enough car parking is provided.
- (jj) Willingham already has two areas of relatively new development, one in particular has its quota of affordable housing that are more central to the community and its facilities.
- (kk) It is believed that the demand for affordable housing can be adequately met via windfall sites within the existing village framework and no evidence is presented to justify a breach of the established development boundary. There are plenty of opportunities for infilling to occur within the existing framework without resorting to the use of the exceptions policy. If the development boundary is to be breached it should be as a consequence of the Local Planning Authority strategically allocating suitable sites.
- (ll) The proposed site is neither 'within' or 'adjoining' the existing development framework.
- (mm) Construction traffic will be a danger.
- (nn) Although the applicant claims that the facilities of Northstowe will be usable by the residents of the new development the construction of Northstowe has

been delayed for some considerable time and even when completed travel by car would still be required.

- (oo) There are few, if any, employment opportunities in Willingham and none within walking distance. This would mean travel by car and as a result the occupiers of the new development are likely to need two cars per dwelling. The guided busway, when completed, will only access certain parts of Cambridge and not everyone will be able to make use of it. The stop at Longstanton will be more than twice the desirable walking distance of 400m.
- (pp) The scale of the proposed houses, in terms of their spacing apart, is of a totally different density to the adjoining properties in Westfield and would be out of keeping.
- (qq) Poor quality design, offering cramped accommodation when compared to the existing housing in Westfield.
- (rr) Plot is currently unspoilt grass meadow, which provides a valuable habitat for wildlife.
- (ss) The proposed development would irreversibly spoil the rural landscape, ruining the character and open aspect of many of the surrounding properties.
- (tt) Contrary to Policy NE/17 as development would lead to the irreversible loss of an area of Grade 1 agricultural land and set a precedent for the loss of further such land.
- (uu) In the Willingham Parish Plan it states that 90% of Willingham residents are concerned about the level of traffic on the B1050, which would be increased by this development. The plan states that affordable housing should be within the existing village framework and that 81% of residents would like to see the village protected by a Green Belt to prevent a further loss of village identity. The development would be contrary to this.
- (vv) The application does not demonstrate how Section 1 e,f,g,j and n of Policy DP/1 of the Local development Framework have been met.
- (ww) The proposal does not make any reference to improving the boundary fence between No7 Westfield and the development site. The existing fence is suitable for agriculture but not to a residential area.
- (xx) It is not stated whether the proposed houses are for rent or shared ownership.
- (yy) The report submitted by Savills is factually incorrect in respect of the ability of the occupiers of No8 Westfield to park motor vehicles on their plot. No7 has space to park one vehicle but there is no such facility within the garden of No8 and therefore the parking bays provided by the Council are used for this purpose.
- (zz) One letter points out a number of errors and inconsistencies in the application and its accompanying documents. Particular reference is made to the Access Appraisal and the Design and Access Statement.

Planning Comments – Key Issues

24. The key issues are:

Need
Location and Sustainability
Highway Safety and Parking
Neighbour Amenity
Visual Impact and Character
Infrastructure

Need

25. The Housing Development and Enabling Manager has indicated that there is a significant need for affordable housing in Willingham, and is satisfied with the size, mix and tenure of the dwellings proposed, which are all to be for rent. The applicant has indicated that the houses will be provided as affordable dwellings in perpetuity and this can be secured through a legal agreement in the usual way. In this respect the proposal accords with the first two criteria in Policy HG/5.
26. Whilst local representation refer to the need or affordable housing being met on sites within the village framework or within Northstowe and Cambourne such schemes would not be able to give priority of allocation to qualifying persons from Willingham and would therefore not necessarily meet the identified local housing need.

Location and Sustainability

27. The site is some 550m outside the village framework and in my view is neither within or adjoining the village as required by Policy HG/5. In my view it is not well related to the built up area of the settlement and not well related to facilities and services within the village. As such it is located in an unsustainable location and development here would therefore not comply with the requirements set out in Policy HG/5, as well as other policies aimed at resisting unsustainable developments.
28. In coming to this conclusion I have had regard to the information submitted by the applicant, including the location of a permitted exception site at the northern end of the village at Spong Drove/Rockmill End, which adjoins the village framework, and an appeal which was allowed for an exception site on land adjacent to St Georges Court, Impington. Again this site was adjacent to the village framework.
29. In assessing the sustainability of a site on the opposite side of Station Road for affordable housing in 2007, under the current Local Development Framework policies, it was concluded that the proposal did not accord with the requirements of Policy HG/5 and the recommendation on this application will be consistent with that earlier scheme, as it is likely that, given the distances involved to access most services, it will necessitate in the need to travel by car.

Highway Safety and Parking

30. The Local Highway Authority has not objected to the application. The application has demonstrated that the required visibility splays can be provided at the junction of Westfield with Station Road, which is subject to a 40mph restriction. Given the local concern about the safety of this junction and the volume of traffic on the B1050, making exiting difficult at peak times, I have asked the Local Highway Authority for a further view on this point, however I do not expect an objection to be forthcoming.

31. The main roadway in Westfield is of sufficient width to accommodate the additional traffic, which is likely to be generated by 8 new dwellings.
32. The improvements proposed to the roadway leading into the application site will result in the loss of parking facilities that currently serve Nos 7,8 and 9 Westfield. The application makes no alternative provision for this loss of parking and as a result these properties will be left without adequate parking provision, which will lead to additional pressure for parking on Westfield itself, which is likely to be detrimental to the amenity of the occupiers of existing houses. I have asked the applicant to investigate the possibility of providing additional parking for the existing dwellings.
33. The application provides 13 parking spaces for the new dwellings proposed, including one for disabled use and therefore satisfies the average parking requirement of 1.5 spaces per dwelling. Provision has not been made for visitor parking.
34. This part of the roadway is owned by the District Council. I note the comments of the Lands Officer that an easement would not be granted given the loss of parking which would result.
35. The Local Highway Authority's acceptance of the access arrangements is based on the provision of an improved visibility splay which involves utilising part of the existing front garden of No6 Westfield. This land is not currently included in the application site and is not within the control of the applicant. The applicant has been requested to submit a revised drawing showing this area of land within the site. Notice has already been served on the District Council as owner of part of the roadway within the application site. From the comment received from the Lands Officer it appears unlikely that consent to provide the splay will be forthcoming, although this matter could be addressed by a planning condition.
36. The provision of the splay will require the removal of a section of hedge and yew tree and this is addressed later in the report.

Neighbour Amenity

37. The location of the new dwelling on Plot 8 is to the rear of the existing dwelling No7 Westfield and is within 1m of the common boundary. In my view it will dominate part of the rear garden of that property and be visually overbearing. The house on Plot 8 will be to the north of 7 Westfield and therefore any loss of light is not likely to be significant however officers will arrange to view the site from that property to assess the potential impact in more detail given the concerns expressed by the occupiers.
38. In my view, given the location of the new dwelling on Plot 1, it will not result in an unreasonable degree of overlooking of the rear gardens of Nos 5 and 6 Westfield. However I am more concerned about the possibility of overlooking of the rear garden of No 4 Westfield and will ask the applicant to look at the layout of this part of the site again. A condition could be included in any consent to ensure that the landing window in the side elevation of Plot 1 is obscure glazed and fixed, however as that is not indicated on the submitted drawing it should form part of any reason for refusal as it will result in an unreasonable degree of overlooking if not treated in that way.
39. The proposed dwellings are to the north of the gardens of 4 and 5 Westfield, and as these gardens are 20m deep I do not consider that there will be an unreasonable loss of light.

40. Concern has been expressed about the loss of amenity to existing houses as a result of noise, disturbance and pollution resulting from the additional traffic that will be generated by the proposed development, which will pass to the front of Nos 7-10 Westfield and to the side of the house and garden of No 6 Westfield. Whilst the amount of traffic using this section of the roadway will increase significantly as a result of the proposed development I am of the view that this would not warrant refusal of the application.
41. Appropriate boundary treatment between proposed and existing dwellings could be agreed by condition.

Visual Impact and Character

42. Concern has been expressed about the loss of outlook from existing dwellings that will result from this development. Whilst this is not a material consideration in its own right I have commented about the potential overbearing impact of Plot 8 above.
43. The proposed new development will form a visual extension into what is currently open land to the north of Westfield and will add to the existing development in depth off Station Road, which is not a common feature on the east side of the road. In its current form the application does not include any significant soft boundary treatment and as a result in my view the proposed development will appear incongruous. The current layout shows dwellings within 1m of the northern boundary, which will not afford adequate space for additional planting.
44. Whilst the proposed houses do not necessarily mirror the existing houses in Westfield I am of the view that the design is acceptable. The use of appropriate materials can be required by condition.

Infrastructure

45. Anglian Water has indicated that it has no objection to the application and that adequate capacity exists to accommodate the additional foul sewerage that will be generated.
46. A condition can be attached to any consent requiring the submission of a scheme for surface water drainage to be submitted for approval
47. Although Cambridgeshire County Council has pointed out there is currently no spare capacity at Willingham Primary School, its policy is not to request education contributions in respect of schemes for 100% affordable housing on exception sites. A planning application is currently under consideration for the addition of three additional classrooms at the Primary School.

Other Matters

48. I will report the comments of the Trees Officer on the potential loss of the Yew tree and part of the front boundary hedge to No 6 Westfield to provide the improved visibility splay. Whilst it may be possible to plant a new hedge outside the visibility splay the loss of the existing planting will be to the detriment of the street scene.
49. The Ecology Officer does not consider that the development will result in an unacceptable loss of existing habitat.

50. The scheme does not provide for the provision of open space within the site, as required by Policy SF/10. There is no open space provision within the existing Westfield development and the site is a significant distance from existing recreational provision. The scheme should provide an area of 72m² within the site as informal open space, along with an off-site contribution. I have asked the applicant to consider the inclusion of an area of open space.
51. The site is currently identified as Grade 1 agricultural land. Policy NE/17 of the LDF states that the District Council should not grant permission for development that would lead to the irreversible loss of such land, unless the land is allocated for development or sustainability considerations or the need for the development are sufficient to override the need to protect the agricultural value of the land. Willingham is surrounded by Grade 1 agricultural land and it is not likely to be possible to find a site outside the village framework for affordable housing, which does not have the same classification. If all aspects of the scheme were satisfactory I am of the view the identified need to provide affordable housing for local people would outweigh the loss of this 0.2ha site in terms of its agricultural value.

Summary

52. Whilst I recognise that there is an unmet need for affordable housing in Willingham, I cannot support the development of this particular piece of land for that purpose.

Recommendation

53. That the application is refused.
1. The site lies neither within or adjacent to the village framework of Willingham but is approximately 550m outside of the village framework, as defined in the South Cambridgeshire Local Development Framework Development Control Policies DPD 2007. The site is not well related to the built-up area of the settlement and is not well related to facilities and services within the village. The application fails to demonstrate adequate justification to overturn these objections. As such the proposal lies in an unsustainable location and is therefore contrary to the aims of Policy DP/1, DPP/2, DP/3 and HG/5 of the adopted Local Development Framework Development Control Policies DPD 2007
 2. The application is unacceptable as the proposed dwelling on plot 8 will, by reason of its siting and proximity to the boundary of No 7 Westfield, be overbearing when viewed from the rear of that property and its garden area. In addition the landing window in the south facing side elevation and bedroom window in the rear elevation will result in an unreasonable degree of overlooking of the gardens of Nos 5 and 6 Westfield respectively. As a result there will be a material loss of amenity to the occupiers of those properties, contrary to the aims of Policy DPP/3 of the adopted Local Development Framework Development Control Policies DPD 2007.
 3. The loss of the existing parking spaces at the front of Nos 7 to 9 Westfield Road will result in adequate off-street parking facilities being available to those properties which is likely to result in increased car parking on Westfield to the detriment of the amenity of existing residents, contrary to the aims of Policy DP/3 of the adopted Local Development Framework Development Control Policies DPD 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/1177/09/F and S/1350/07/F

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