

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Development and Conservation Control Committee 1<sup>st</sup> December 2004  
**AUTHOR/S:** Director of Development Services

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**S/6236/04/RM - Cambourne**  
**Formation of New Haul Road Between Upper Cambourne and Lower Cambourne and Continued Use of the Haul Road to the Rear of Brookfield Way Lower Cambourne until Completion of the Proposed Haul Road for McA Developments Ltd**

**Recommendation: Approval subject to conditions**

### **Site and Proposal**

1. The application relates to land located between Great, Upper and Lower Cambourne and is located within open space identified in the Cambourne Masterplan as a proposed golf course. The haul road is required to serve the construction of dwellings within Great Cambourne and parts of Upper Cambourne and crosses a bridleway that runs along Crowdene and a public footpath close to Oakdene. The application requests the continued use of a haul road in Lower Cambourne (located to the rear of Brookfield Way) for a further 4 years and involves an intensification of that haul road to allow deliveries to the site. Also proposed is the formation and construction of a new haul road between Great and Upper Cambourne.
2. This reserved matters application, received on the 10<sup>th</sup> February 2004, proposed the intensification of the use of the existing access road and significant alterations to the land form to the south of Great and Upper Cambourne. After several months and numerous meetings to discuss alteration in the land form no compromise could be achieved and the developers decided to withdraw that part of the application (28<sup>th</sup> May 2004) which involved the deposit of spoil within the open space and amend the haul road to allow access directly between Great and Upper Cambourne.

### **Planning History**

3. Outline planning permission for 3,300 dwelling was granted in 1994, along with associated infrastructure and facilities. Detailed reserved matter and full planning permissions have been granted and a total of 1,473 dwelling have been occupied so far.
4. A reserved matter application for new landforms to the south of Great and Upper Cambourne was refused in October 2004 (S/6258/04/RM) for three reasons; the formation of unnatural and uncharacteristic landforms, there was insufficient information to ascertain the impact of the development the nearby residential property Oakdene, and the lack of assessment provided in relation to the provision of archaeological data within the area.
5. A reserved matter application for infrastructure roads, drainage infrastructure together with a sewage pumping station and a lake was granted planning permission (S/6237/04/RM) in July subject to conditions and is under construction.

6. A reserved matters application for a retrospective haul road was granted temporary planning permission (S/6099/00/RM) for the movement of spoil only. This use was to cease on the completion of Lower Cambourne.

### **Planning Policy**

7. Structure Plan 2003 **Policy P8/9** relates to the provision of Public Rights of Way.
8. The site is within the village framework. Local Plan 2004 **Policy SE7** sets out the requirements that must be met in order for the proposals within Cambourne to be considered for approval.
9. Planning Policy Guidance (PPG) 24 - Noise

### **Consultation**

10. **Cambourne Parish Council** - Recommends approval
11. **Bourn Parish Council** - No recommendation.
12. **Caxton Parish Council** - Has not responded.
13. **The Local Highways Authority** - No comments
14. **Cambridgeshire County Council Archaeology Section** - Has not responded.
15. **Cambridgeshire County Council Footpaths Section** - Has serious concerns at any long term effects on the footpath crossing the site adjacent to Lower Cambourne. It was hoped that the County could close the haul road adjacent to Lower Cambourne and return that land to agriculture. Therefore would consider it appropriate for a temporary period to allow for the development of a further haul road better located between Great and Upper Cambourne.
16. **Anglian Water** – No comments subject to an informative being attached to any consent given advising the applicant of their statutory obligations.
17. **Environment Agency** – Has no objection subject to an informative being attached to any consent given advising the applicant of their statutory obligations.
18. **British Horse Society** – Has not responded.
19. **Ramblers Association** – Objects to the application on the grounds that it obstructs a right of way.

### **Representations**

18. Neighbours – 4 neighbours from Nos. 71, 73 and 77 Brookfield Way and No. 153 School Lane objected to the original scheme on the grounds of:
  - The developers have had sufficient time to complete the scheme.
  - Hours of use on the haul road need restricting.
  - Must install lockable gates to ensure no working out of hours.
  - Landscaping needs improving between residential and haul road.
  - Developers must build a traffic island.

- Loss of privacy
  - Suggest a haul road is built from Great Cambourne and Upper Cambourne as Lower Cambourne is now complete.
  - Noise and dust from the haul road due to earthmoving vehicles causes disturbance to nearby properties.
  - Is it possible to raise the earth bund to the rear of the properties to reduce the noise.
19. Comments were also made from the occupiers of Oakdene but no formal letter received on this application. Following the withdrawal of the landform application a further consultation was carried out with the adjacent nearby residents including the four who originally objected and Oakdene. No further letters were received.

### **Planning Comments – Key Issues**

20. The key issue is the impact of the continuing and intensification of use of the haul road at Lower Cambourne (identified as road A on the attached plan) on the nearby residential properties in relation to noise and disturbance.
21. The existing haul road to the rear of the properties in Lower Cambourne (Brookfield Way) currently has temporary planning permission for the movement of spoil in Lower Cambourne only. This consent expires on the completion of development within Lower Cambourne. The haul road now links round most of the sites in Greater Cambourne and goes through the Eco Park. It offers an opportunity to service these sites without the necessity for going through the main settlement. However, the intensification of this haul road to allow deliveries to the sites would have a significant impact on the residential properties adjacent and the development and on the Eco Park.
22. In addition the County access officer had raised concern regarding the intensification of the use and the addition time requested. The continuation of the use of the haul road for a further 4 years seriously delays the possibility of bring back the footpaths within the Eco park and developing the site generally, and in addition prevents the use of definitive rights of way for a significant period. Consequently the County Access officer objected to the application.
23. In assessing this impact on both the residential properties and the Eco park discussions were held to investigate other methods of servicing the site. I am conscious of advise in PPG 24 para 10 “ *It will be hard to reconcile some land uses, such as housing, hospitals or school, with other activities which generate high levels of noise, but the planning system should ensure that, wherever practicable, noise-sensitivity developments are separated from major sources of noise (such as road, rail and air transport and certain types of industrial development)*” The increased use of the haul road would involve substantially more vehicles using the track at varying times of the day.
24. A compromise was suggested to construct a new haul road between Great and Upper Cambourne (identified as road B on the attached plan) to service the remaining areas within Great Cambourne and parts of Upper Cambourne. The main road through the top of the settlement would access this haul road. This would allow the haul road from Lower Cambourne to be closed and the reinstatement of the public footpaths to take place. Consequently the impact of the new haul road should be weighed against the benefits of the old haul road. On balance it is considered that the developer needs access to the remaining pods of land and that the most

appropriate way would be by constructing a new haul road between Great and Upper Cambourne, allowing Lower Cambourne to be completed without further disturbance.

25. However, the closure of the haul road at Lower Cambourne would cause a problem with deliveries to the existing sites and the cessation of the use prior to the opening of the new haul road resulting in the traffic servicing the existing developers on site travelling through the main settlement of Great Cambourne. This would cause significant impact on those residential properties and something resisted strongly in the past. Consequently, it is appropriate to allow the continued use of the haul road in Lower Cambourne until the new haul road is complete. It is anticipated this will be by the 31<sup>st</sup> March 2005. Therefore it is appropriate to consider a temporary extension to the use of the existing haul road until that date.

### **Recommendation**

On balance the Local Planning Authority seeks to protect the residential amenities of the residents within Lower Cambourne, but not restrict the development of other parts of Great Cambourne, therefore a compromise to allow the continued use of the existing haul road until the completion of the new haul road (31<sup>st</sup> March 2005) appears to be reasonable and to grant the construction of the new haul road between the new settlements.

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

South Cambridgeshire Local Plan 2004

Cambridgeshire and Peterborough Structure Plan 2003

Planning file Refs: S/1371/92/O, S/6099/00/RM, S/6258/04/RM, S/6237/04/RM

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