

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

1 August 2012

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

S/1050/12/VC – WATERBEACH

Variation of Condition 2 and Removal of Condition 4 of Planning Consent S/0589/11 for Erection of Stables and Creation of Ménage with Associated Access, Parking, and Turning Area

Recommendation: Approval

Date for Determination: 11 July 2012

Notes:

This application has been reported to the Planning Committee for determination as it is a minor application and the recommendation of Waterbeach Parish Council conflicts with the officer recommendation.

To be presented to the Committee by Karen Pell-Coggins

Site and Proposal

1. The site is located 4 km outside the Waterbeach village framework and within an isolated position in the countryside. It measures 0.35 hectares in area and currently forms part of a larger area of paddock land that is split into smaller paddocks and separated by post and wire fencing and drainage ditches. A sporadic hedge lies on the grass verge adjacent to Long Drove and forms the eastern boundary. The site is within flood zone 3 (high risk). Long Drove is a single carriageway, tarmac road with a speed limit of 60 miles per hour. The railway line is situated 0.5 km to the west and the River Cam lies 1 km to the east. The nearest residential property is at Willowcroft, approximately 100 metres to the north west.
2. The application, received on 16 May 2012, seeks to vary condition 2 and remove condition 4 of S/0589/11. The variation of condition 2 would result in changes to the approved plans that would consist of a revised layout to provide 7.5 metre wide access with a 10.5 metre radius bellmouth junction to Long Drove to accommodate vehicles likely to be visiting the site for the proposed commercial use. The plans also show a swept path diagram to demonstrate that a 7.5 tonne lorry can turn on site and the required vehicular visibility splays measuring 2.4 metres from the edge of the carriageway x 215 metres along the edge of the carriageway in both directions. The removal of condition 4 would allow the stable barn to be used for commercial livery purposes rather than being limited to a private use ancillary to the dwelling at Rushill Farm. The barn has five stables and a maximum of eight horses would graze the land in connection with the proposed commercial use. The applicants are concerned that the scheme is not considered viable without an open use.

3. The stables, ménage, and an access and parking/turning area have now been constructed in relation to the works recently granted planning consent under reference S/0589/11.

Planning History

4. **S/2562/11** - Variation of Condition 2 and Removal of Condition 4 of Planning Consent S/0589/11 for Erection of Stables and Creation of Ménage with Associated Access, Parking, and Turning Area – Refused on highway safety grounds.
5. **S/0589/11** - Erection of Stable Barn and Creation of Ménage with Associated Access, Parking and Turning Area - Approved subject to a condition to limit to private domestic use ancillary to the dwelling at Rushill Farm on the grounds of highway safety.
6. **S/2186/10** - Erection of Stable Barn and Creation of Ménage with Associated Access, Parking and Turning Area - Refused due to isolated siting within the countryside.

Planning Policy

7. **South Cambridgeshire LDF Development Control Policies DPD, 2007:**
DP/1 Sustainable Development
DP/2 Design of New Development
DP/3 Development Criteria
DP/7 Development Frameworks
NE/1 Energy Efficiency
NE/6 Biodiversity
NE/11 Flood Risk
TR/1 Planning for More Sustainable Travel
TR/2 Car and Cycle Parking Standards
8. **South Cambridgeshire LDF Supplementary Planning Documents (SPD):**
Biodiversity SPD - Adopted July 2009
Landscape in New Developments SPD - Adopted March 2010
District Design Guide SPD - Adopted March 2010

Consultation by South Cambridgeshire District Council as Local Planning Authority

9. **Waterbeach Parish Council** – Recommends refusal on the grounds that the removal of condition 4 would not be in the interests of highway safety and would negate the control of usage intended in that planning permission.
10. **Local Highways Authority** – Comments that the submitted Transport Statement is acceptable as it demonstrates that the impact upon the adopted public highway will be minimal.
11. **Environmental Health Officer** – No reply (out of time). Commented on the previous application that there would be no significant noise or environmental pollution impacts.
12. **Environment Agency** – No reply (out of time). Commented on the previous application that there were no objections in principle.
13. **Waterbeach Level Internal Drainage Board** – No reply (out of time). Had no comments on the previous application.

14. **Trees and Landscapes Officer** – No reply (out of time).
15. **Landscape Design Officer** – Has no objections. Additional planting required as part of a condition of the original approval will improve the pre-development situation.

Representations by Members of the Public

16. The neighbour at Grange Bungalow, Long Drove has concerns regarding the transportation of livestock due to the condition of the road. However, they comment that if the Council is not concerned about the increase in farm traffic, it would be unlikely to cause any more disruption than existing.

Material Planning Considerations

17. The key issues to consider in the determination of this application are the principle of commercial development on the site and the impacts of the development upon the character and appearance of the area, neighbour amenity, highway safety, and flood risk.

Principle of Commercial Use

18. The use of the stables for recreational equestrian purposes has already been established, as the use needs to be located in a rural area. The principle of the commercial use of the stables is also considered acceptable due to the need for equestrian uses to be located in the countryside.

Character and Appearance of the Area

19. The proposal is not considered to harm the rural character and appearance and openness of the countryside as the additional hardsurfacing for the widened access would be limited in area and the majority of the hedge along the frontage would be retained. Additional landscaping at the site was agreed as part of the original planning consent.

Highway Safety

20. The Transport Statement submitted with the application demonstrates that the proposal would result in a maximum of 8 daily two-way car movements if the whole stables are used for commercial livery purposes and not partly for private purposes by the applicant. This would be in addition to the existing 1 monthly two-way small van movements by a farrier, 1 monthly two-way landrover and trailed horsebox movements by a horse owner, 1 quarterly two-way lorry movements by a feed delivery person, 1 quarterly two-way car movements by a vet, 2 annual two-way tractor and trailer movements by a fodder and bedding delivery person and a manure removal person. These movements would lead to minimal increase in traffic generation along Long Drove that would not be detrimental to highway safety. A condition would be attached to any consent to restrict the number of horses to be accommodated within the stables.
21. The revised access width, provision of adequate vehicular visibility splays, and provision of on-site turning for large vehicles also ensures that access and turning associated with the proposal would not obstruct the free flow of traffic along Long Drove and compromise highway safety. A condition would be attached to any consent to ensure that these areas are retained for such purposes.

Flood Risk

22. The increase in the width of the access would not significantly increase the area of impermeable surfacing within the site and result in a substantially greater risk of flooding to the site or surrounding area, since the majority of the site would remain grassed.

Conclusion

23. 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

24. Approval. The following conditions and informatives are suggested: -

Conditions

- i) 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.)
- ii) The development hereby permitted shall be carried out in accordance with the following approved plans: 1:1250 block plan date stamped 16 May 2012 showing site splay and 1:200 site layout date stamped 16 May 2012 showing sight splay.
(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)
- iii) The proposed access, parking and turning area shall be provided before the commercial use hereby permitted commences and thereafter retained for such purposes.
(Reason - In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
- iv) Visibility splays shall be provided on either side of the junction of the proposed access road with the public highway. The minimum dimensions to provide the required splay lines shall be 2.4 metres measured along the centre line of the proposed access road from its junction with the channel line of the public highway, and 215 metres measured along the channel line of the public highway from the centre line of the proposed access road.
(Reason - In the interest of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
- v) The maximum number of horses to be accommodated within the stables shall not exceed 8.
(Reason - In the interest of highway safety in accordance with Policy DP/3 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 DPD 2007

- South Cambridgeshire Local Development Framework Development Control Policies DPD 2007
- South Cambridgeshire Local Development Framework Supplementary Planning Documents: Landscape in New Developments, Biodiversity, and District Design Guide.
- National Planning Policy Framework
- Planning File References: S/1050/12/VC, S/2562/11, S/0589/11, and S/2186/10

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