

PAPWORTH EVERARD PARISH COUNCIL

RESPONSE TO PLANNING CONSULTATION

Planning reference: **S/1691/14/FL**

Application Type: Full Planning

Parish: Papworth Everard

Main Location: Crow's Nest Farm, Ermine Street, Papworth Everard, Cambridge, CB23 3PB

Full Description: C/U & refurbishment of redundant farm building to office/light industrial use & the erection of a workshop

The application has been considered and the parish recommends: **REFUSE**

For the following reasons:

1. **The effect of noise on residents.** This development would be within 60 m of two dwellings (the nearest is less than 40 m away). Without doubt, noisy timber sawing, cutting and drilling processes are envisaged at the proposed development. A message on the website of Frazer Stannard Carpentry and Joinery (fscj.co.uk), which operates from the same premises as The English Listed Building Company currently reads: "Our preferred method of contact is e-mail due to loud machines etc". The Planning Statement submitted with the application indicates that the spray booth will have an output of 72 – 76 Db and the maximum output from the workshop machinery will be 99Db (page 19, para 5.9). Ear protection is required for noise exceeding 85Db. Nowhere in the planning statement are projected readings given for the Db output of the processes external to the building: at the neighbouring residential properties, on the public footpath that passes through the farm, or at the new bridleway adjacent to the Papworth bypass. Until such information is available, it is not possible to know that noise will be below acceptable levels.

There is already background noise at this site from the proximity of traffic on the A1198.

The relevant LDF Development control policies are: POLICY DP3 "Development Criteria 2. Planning permission will not be granted where the proposed development would have an unacceptable adverse impact: n. From undue environmental disturbance such as noise, lighting, vibration, odour, noxious emissions or dust; and POLICY NE/15 Noise Pollution 1. Planning permission will not be granted for development which: a. Has an unacceptable adverse impact on the indoor and outdoor acoustic environment of existing or planned development; b. Has an unacceptable adverse impact on countryside areas of tranquillity which are important for wildlife and countryside recreation; or c. Would be subject to

unacceptable noise levels from existing noise sources, both ambient levels and having regard to noise impulses whether irregular or tone.

2. **Traffic and road safety.** The access to the farm buildings off the A1198 is shared with the two residential dwellings on the site. The roadway is rough, very uneven and not constructed to proper highway standards. In the last 11 years, since the previous application to redevelop the Crow's Nest Farm site, the traffic along this section of the A1198 the road traffic has increased very significantly – it is an alternative route into Cambridge for commuters from Huntingdon and the north who would otherwise travel on the A14. In addition, Papworth Everard residents, staff at Papworth Hospital (of which there are 1,200) and firms at the business park use the road to travel to Cambridge and to other local towns and villages. This quantity of traffic frequently causes congestion between Caxton Gibbet and Papworth Everard in the morning 'rush-hour'. Large lorries carrying timber and sections of timber buildings turning into the Crow's Nest Farm access is unacceptable as it would only worsen the already poor traffic situation on the road. The A1198 between Caxton Gibbet and Papworth Everard visibility is not good at this point on the road as there are hills and humps that can hide the farm entrance from car drivers approaching from the south. There have been at least four number fatalities on this road in the relatively recent past (though perhaps not in the last five years), which included two pedestrians, a car driver and a motor-cycle rider. The car driver was killed when he failed to negotiate the hump in the road 200 m south of the farm entrance and collided with a telegraph pole – and traffic density has considerably increased since then. Papworth Everard parish council continues to be extremely concerned over road safety issues on the A1198 between the village and Caxton Gibbet and is promoting the installation of a footpath/cycleway. In this, the parish is supported by the County Council, and is in discussions with the Highways Agency, with a view to providing a crossing over the A428 to the new fast-food complex at Caxton Gibbet.
- The applicant's Transport Statement has surprising inadequacies for a professionally prepared document. Nowhere within it does it state the number of daily vehicle movements that pass the site entrance. The only figure quoted by the traffic consultants is 11,380 (found on the DfT website) which indicates the daily flow of traffic on the Papworth Everard *by-pass*. This is not representative of the A1198 in the vicinity of the farm, as it must exclude the many vehicles that travel south from Papworth Everard (including the business park) daily towards Cambridge (and the M11), and Royston (and links to the A1 south of Caxton Gibbet), which do not travel on the by-pass. It is noted that the photographs used in the Transport Statement are exceedingly misleading, in that they show very few vehicles; they are highly selective – perhaps representing traffic flow on the A1198 early on a Sunday morning. The parish council is strongly against the application on the grounds of road safety. It is appreciated that it is not in the LPA's power to make changes to the road, however, approval should not be given unless the access from the farm to the A1198 is formalised and improved and the warning signage is very considerably upgraded. Consideration should be given to imposing a lower speed limit. There are no safe routes for pedestrians or cyclists to the site.

3. **Biomass boiler and air quality.** A biomass boiler is proposed, which apparently meets the green credentials of the application; however, the applicant has not demonstrated that this will not decrease the air quality of the immediate surrounds of the development and the village beyond. It is noted that Crow's Nest Farm lies in a 'hollow' in the landscape and that winter fog is slow to disperse. In still air conditions this might also result in the output of the biomass boiler settling around the farm and the residential properties. The prevailing winds in this part of the parish are from the south-west, thus the output of the biomass boiler will be blown towards the southern end of Papworth Everard, which is uphill of Crow's Nest Farm, and Papworth Hospital. It is not clear that the engineering solution proposed will achieve appropriate dispersal of emissions.

There is already reduced air quality at this location due to vehicle emissions on the nearby A1198

The relevant policy in the LDF Development Control Policies DPD is: AIR QUALITY POLICY NE/16 Emissions.

4. **The proposed manufacturing unit is outside the development envelope of Papworth Everard.** The completed and development will stand in the countryside. Papworth Everard's business (industrial) park is 350 m north-east of this refurbishment, and would be a much more appropriate location for this new industrial operation, from the point of view of both production and access/deliveries. The previous 1988 planning approval (S/1807/88/F) for the site did not envisage a large scale manufacturing business, but a light industrial workshop consisting of one person making and selling fence panels; in addition the storage and sale of dog food was planned. However, it is understood that this business failed to become established due to the ill health of the owner and the assessed economic viability of the enterprise.

The relevant Development Control policy is: CONVERSION OF RURAL BUILDINGS FOR EMPLOYMENT POLICY ET/7 Conversion of Rural Buildings for Employment. Take particular note of supporting paragraph 5.10: Does Papworth Everard qualify as a 'larger settlement'? There are no safe pedestrian or cycle routes to the site.

5. **The 1988 planning approval envisaged a limited development with tight planning conditions limiting operations.** The reasons given for the planning conditions were:

1-2 To ensure a limited scale of development on a site where more extensive and intensive proposals might affect the safety and free flow of traffic on the public highway.

3. To ensure that the user and the nature of the use is compatible with this site

4-5 To safeguard the interests of other users of land in the vicinity.

7. In the interests of highway safety.

If the LPA is minded to approve this development, planning restrictions, as in 1998, should be imposed. The working times proposed in the current *draft* transport statement (i.e. **8am to 5pm, Monday to Friday**) must be enforced through a planning condition, in order to protect the the environment of neighbouring properties.

PEPC September 2014