

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

11 January 2017

AUTHOR/S: Joint Director of Planning and Economic Development

Application Number: S/3301/16/FL

Parish: Cambourne

Proposal: Temporary Change of Use of land for vehicular parking for 5 years.

Site address: Land to the east of South Cambridgeshire Hall, 6010, Cambourne Business Park, Cambourne

Applicant: South Cambridgeshire District Council

Recommendation: Approval

Key material considerations: Principle of Development
Highway Safety
Level of parking
Landscaping

Committee Site Visit: No

Departure Application: No

Presenting Officer: Edward Durrant

Application brought to Committee because: South Cambridgeshire District Council is both the applicant and also the Local Planning Authority

Date by which decision due: 25 January 2017

Planning History

1. S/0320/15/FL - The provision of new solar photovoltaic (PV) canopy system, amendments to car park layout to accommodate the system and 10 additional parking spaces. Upgrade to existing cycle storage facilities and provision of roof mounted solar photovoltaic (PV) systems to existing cycle and refuse ancillary buildings – Refused on the grounds of the loss of the existing semi-mature landscaping and visual impact upon the setting of this part of the Business Park.
2. S/0951/08/F - Reconstruction of existing and construction of additional staff parking and associated landscaping works – South Cambridgeshire. Hall - Approved.

3. S/6147/02/RM - Council Offices, associated works and civic square – Approved.
4. S/6136/01/O - Erection of three storey building for offices (B1 Use) or Council Offices for South Cambridgeshire District Council (Sui Generis Use)- Approved.

Planning Policies

5. National Planning Policy Framework 2012 (NPPF)
Planning Practice Guidance (PPG)
6. **Local Development Framework, Core Strategy, Development Plan Document (Adopted January 2007)**

ST/4 Rural Centres
7. **Local Development Framework, Development Control Policies (Adopted July 2007)**

DP/1: Sustainable Development
DP/2: Design of New Development
DP/3: Development Criteria
TR/2: Car and Cycle Parking Standards

8. **Local Development Framework, Supplementary Planning Documents (SPD)**

District Design Guide SPD –Adopted March 2010
Landscape in New Developments SPD – Adopted March 2010

9. **Local Plan Submission –March 2014**

HG/1 Design Principles
TI/3 Parking Provision

Consultations

10. **Cambourne Parish Council** – Supports the application subject to priority being given to traffic using Sheepfold Lane. Concern was raised regarding the egress of the road onto Sheepfold Lane and how this would impact on the traffic to and from Cambourne Village College.
11. **The Local Highway Authority** - No significant adverse impact should result on the public highway. From an engineering prospective, it would be advisable to ensure that the area at the end of the proposed linear parking is tracked to ensure that a domestic vehicle can easily turn and that suitable measures are included in any detailed design to prevent this area from being obstructed by parked cars.

Representations

12. No representations were received.

Planning Comments

13. Site and Proposal

14. The site edged red is a strip of land located to the east of South Cambridgeshire Hall which is a three storey office building on the westernmost plot of Cambourne Business Park. The site is located within the Cambourne village framework. The adjacent Council building primarily accommodates District Council staff as well as officers from the County Council. The site is owned by Cambourne Business Park Ltd. and would be leased to the council.
15. Currently the application site is a redundant emergency access road that leads to Sheepfold Lane, which is a private road that serves as the access to Cambourne Secondary School and Cambourne Community Primary School and the BMW/Mini car garages from Cambourne Road. To the north west of the site lies a parcel of land identified as employment land under the original Cambourne masterplan and the outline application for Cambourne West, which has as yet to be developed. Sheepfold Lane and the land to the north west are owned by the applicant for the Cambourne West proposals (MCA Developments Ltd.)
16. This planning application seeks consent for the temporary use of the redundant emergency access road for car parking for 20 spaces for a period of five years. The works are part of the on going drive to maximise the use of the council's offices by renting out space to other Government organisations. Following the departure of the Police and Crime Commissioner's Team, office space within the council building is now being offered to the NHS, who will be relocating from their existing offices in Fulbourn in early 2017.
17. The additional 20 car parking spaces would be for use by the relocated NHS staff. This would help to ease pressure on the council's existing carpark, which comes under significant strain when the building accommodates events such as planning committee that attract large numbers of members of the public and other interested parties.
18. The proposal is for temporary consent for a period of five years as this is the length of time that the NHS have agreed to rent the space within the building. The site would be able to accommodate 20 additional parking spaces in a linear arrangement. Each space would measure 6 metres by 2.5 metres allowing sufficient space for vehicles to easily manoeuvre in and out of the space. Vehicles would enter the access road from the Civic Square at the front of the council building, where there is an existing dropped kerb and would exit the road onto Sheepfold Lane.

Principle of Development

19. The principle of the temporary change of use of the land for vehicular parking is considered an acceptable use for land within the village framework subject to the other material planning considerations discussed below.

Visual Amenity & Landscaping

20. The site lies adjacent to South Cambridgeshire Hall and is screened to the west and east by mature hedging and trees. The appearance of the site

would remain relatively unchanged with the existing gravel area serving the access road being reduced to allow easy circulation of vehicles, and the parking area to the west being provided on a strip of grass. The parking area would comprise porous pavers laid along the grass strip to allow parking throughout the year. The proposal would not result in harm to the visual amenity of the area.

21. The existing mature hedging and trees which lie to the west and east of the site would be retained with minor trimming required to remove overhanging branches. The proposal is considered acceptable in terms of landscape and would result in minimal harm to landscape impact.
22. No information of any signage has been submitted for the site so further details would be required by condition three to ensure that it does not visually detract from the area.

Parking Provision

23. The proposal would result in 20 additional car parking spaces. Presently there are 257 car parking spaces within the main car park and side parking area. South Cambridgeshire Hall is a public building and therefore it would fall under the use class sui generis. It is therefore difficult to apply the parking standards for a B1 (Business) building. The parking areas are regularly at capacity when the building accommodates large numbers of the public attending events such as planning committee meetings. The proposed temporary increase in the number of spaces to 277 would not prevent the overspill of cars onto the Civic Square that often occurs when large numbers of the public attend meetings but it would increase the provision of parking at the site in an area of under utilised land.
24. There are a number of disabled car parking spaces sited close to the entrance of the building, which presently comply with the council's policies. Given the surface of the new parking area, and its distance from the staff entrance to the building, it is not considered appropriate to accommodate additional disabled parking spaces within the application site.

Impact upon Sheepfold Lane and Cambourne West Access

25. The erection of signage is proposed at the entrance and exit of the access road as part of the application to ensure that vehicles enter the access road from the Civic Square and continue northwards exiting onto Sheepfold Lane. The fourth condition within the recommended conditions section would require details of the location and specification of the signs to be submitted and agreed to ensure the signs are appropriate to the visual amenity of the area and in the interests of highway safety.
26. Sheepfold Lane currently serves as a private access road to Cambourne Secondary School and Cambourne Community Primary School, which lie to the south west of the site, and the BMW/Mini garages which lie to the north east of Sheepfold Lane. The access road from the proposed car park would exit onto Sheepfold Lane. There is good visibility in either direction from the access road. The proposal would not result in any adverse impact on Sheepfold Lane as the vehicular movements from the site would be outside of the peak hours of the use of Sheepfold Lane by the secondary school. To prevent vehicles from accessing the road from Sheepfold Lane, flow plates or

a similar physical control measure are proposed at the end of the access road adjacent to Sheepfold Lane. The fifth condition within the recommended conditions section would require details of the traffic control measures to be submitted and agreed to ensure the proposed measures would be appropriate to highway safety.

27. Under the current outline application S/2903/14/OL, which is yet to be determined, up to 2,350 dwellings are proposed on land to the west of Cambourne. It is considered that the proposal would not have any impact upon the delivery of an enhanced access to the Cambourne West site due to the fact that it would not become a permanent access onto Sheepfold Lane. As part of the proposals for Cambourne West, a shared cycleway and pedestrian route across the Sheepfold Lane exit is proposed. The proposal is not considered to prejudice the delivery of these highway improvements as Sheepfold Lane is owned by MCA, and a licence for an access onto it would need to be agreed with them. This would then give MCA the necessary controls to ensure that the use of the exit onto Sheepfold Lane did not prejudice their interests.

Conclusions

28. 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

29. Officers recommend that the Committee grants planning permission, subject to the following conditions

Conditions

1. 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.)
2. The development hereby permitted shall be carried out in accordance with the following approved plans: SCDC 1 & SCDC 2.
(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)
3. The use of the land for vehicular parking, hereby permitted, shall cease within five years from the date of this planning consent and the land shall thereafter be returned to its former condition within a period of a month from the cessation of the use.
(Reason: To ensure that the use of the land is for a temporary period only and that the use of the exit does not prejudice the highway safety of Sheepfold Lane in accordance with Policy DP/2 and DP/3 of the adopted Local Development Framework 2007.)
4. Prior to the completion of the development, plans to show the location and specification of the signage to be provided within the site shall be

submitted to and approved in writing by the Local Planning Authority. The agreed sign details shall be fully constructed and finished prior to the first use of the car park.

(Reason: To ensure that the appearance of the development is satisfactory and in the interests of highway safety in accordance with Policy DP/2 and DP/3 of the adopted Local Development Framework 2007.)

5. Prior to the completion of the development, plans to show the location and specification of the traffic flow control measures to be provided within the site shall be submitted to and approved in writing by the Local Planning Authority. The agreed details shall be fully constructed and finished prior to the first use of the car park and thereafter retained.

(Reason: In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

Informatives

1. The applicant is advised that they would need to gain the relevant permission and agreement for the use of Sheepfold Lane as it is a private road.

Background Papers

Where [the Local Authorities \(Executive Arrangements\) \(Meetings and Access to Information\) \(England\) Regulations 2012](#) require documents to be open to inspection by members of the public, they must be available for inspection: -

- (a) at all reasonable hours at the offices of South Cambridgeshire District Council;
- (b) on the Council's website; and
- (c) in the case of documents to be available for inspection pursuant to regulation 15, on payment of a reasonable fee required by the Council by the person seeking to inspect the documents at the offices of South Cambridgeshire District Council.

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- South Cambridgeshire Local Development Framework Development Control Policies DPD 2007
- South Cambridgeshire Local Development Framework Core Strategy DPD 2007
- South Cambridgeshire Local Development Framework Supplementary Planning Documents:
Trees and Development Sites SPD - Adopted January 2009
District Design Guide SPD - Adopted March 2010
- South Cambridgeshire Local Plan Submission 2014
- Planning File Reference S/0320/15/FL

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