

Dear Councillor

**DEVELOPMENT MANAGEMENT COMMITTEE - MONDAY, 18 MARCH  
2019**

I am now able to enclose for consideration at the above meeting the following reports that were unavailable when the agenda was printed.

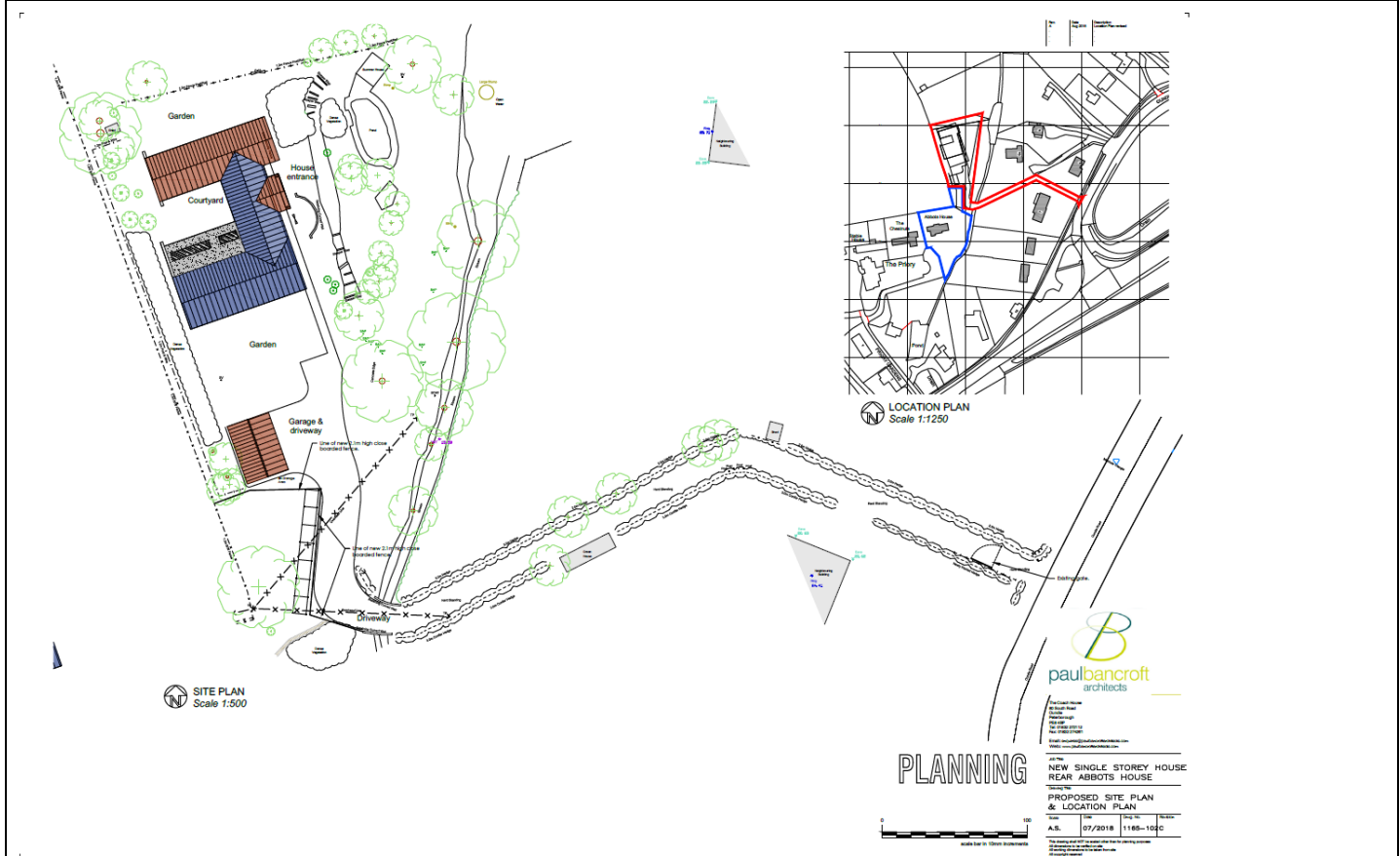
**Agenda Item  
No.**

**LATE REPRESENTATIONS (Pages 3 - 16)**

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## DEVELOPMENT MANAGEMENT COMMITTEE – 18<sup>th</sup> March 2019 LATE REPRESENTATIONS SUMMARY

Agenda Item Number	Planning Reference	Description	Address
3 (a)	18/01689/FUL	Extension, new entrance to Hardwick Lane and car port and parking	Land North Of Abbots House, Priory Gardens, Chesterton



CCC Highways Authority: I note the amended application form and ownership certificate and would reiterate my last comments with regards to this consultation. Provided the local planning authority are satisfied that the land edged red the subject of the planning application (excluding Abbots House itself) has the right to use the existing access it is considered that there would be no significant material change in the use of the access such that would justify a recommendation of refusal from the highway authority.

Provided the local planning authority are satisfied that there is no restriction on vehicular use of the access currently enjoyed by the land the subject of the planning application (with particular reference to number of vehicular trips per day), a recommendation of refusal on the grounds of intensification of use could not be sustained.

5, 6, 7 Oundle Road raised the following concerns/objections:

1. There will be an intensification of use.
2. The applicant's ecology report is lacking and doesn't detail the existence or location of ponds or great crested newts, or active badger set near the site, an independent ecology survey should be carried out at the right time of the year to properly identify all the ecological issues, before a decision can be made.
3. An objector compiled their own independent ecology report which highlights the need for the appropriate surveys to be carried first and opposes the applicant's ecology survey.
4. Serious doubts about the use of the 'tilted balance', damage to the countryside has already been identified in the recent appeal decision still applies and is not outweighed by the tilted balance bearing in mind the housing need is met in the area and adverse effects of this application on residential amenity.

5. The access has not been in use for 10 years or more and therefore the council can take enforcement action.
6. The use of the access is not permissible under their deeds.
7. Building a tennis court without permission
8. The highways information is not factual
9. Submitting the wrong certificate is not following planning law.
10. Loss of Privacy, Overbearing nature, Design & Appearance
11. Objects to a maintenance plan for the driveway, the users have no legal obligation to do this.
12. Pedestrian safety risks, footfall will increase as there is a footpath application currently lodged.
13. This application should be considered on its merits and not on what the outcome of other cases has been.
14. Visibility splays are incorrect
15. Highways - This development access the A1 Slip Road therefore, to truly assess access safety for road users and dwelling occupants, a speed survey should be done to satisfy all that access is safe.
16. Highways - To date, no road safety survey has been carried out despite several request to CCC, in the interest of public safety this should be carried prior to any application approval.
17. Access route - The local farmer owns the access route, there is no mention of safety or consideration for farmer access using a tractor with tractor implements up the access mixing with vehicular traffic and / or foot traffic.
18. Solicitors Letter - The applicants own solicitors confirm that the current owner, Abbots House, cannot grant a right to any third party meaning the right of way is permitted only to the owner of Abbots House and not to future purchasers of this development therefore access rights will not transfer with the site.
19. Inconsistency - In 2016 / 2017, both HDC and The Inspectorate were of the opinion that there was 'Harm to the Countryside' and the benefits did not outweigh the harm , now in 2019 there is 'some' harm and the benefits outweigh any countryside harm.

Officer Response:

1. *The application has been assessed in full consultation with Cambridgeshire County Council Highways, no objections have been received in this regard, and these consultation comments form the basis of the assessment in regards to highways safety concerns. See summary of latest consultation response above from CCC Highways.*
2. *The application has been assessed in full consultation with the Wildlife Trust who has raised no objections, subject to mitigation measures being secured. This consultation response forms the basis of the assessment in regards to ecology concerns. Please refer to item 3.11 of the published addendum dated 18 March 2019.*
3. *The Wildlife Trust has seen the objectors own independent ecology report and the Wildlife Trust confirmed that the survey is very slightly amended from the one they have already seen. The Wildlife Trust reiterated that this latest survey does not cover the specific area of the application, or make reference to the potential impacts of the planning application. In line with best practice guidance (CIEEM, BS42020) ecological reports accompanying planning applications should refer to the specific proposed development and focus on how biodiversity could be affected by that development. Therefore the Wildlife Trust, which is the LPA's statutory advisors on Ecology/Biodiversity matters confirmed that the recommendations from this additional report should not be considered to have been made in reference to the current planning application.*
4. *Please see officer report and addendum regarding 'Tilted Balance'.*
5. *Please see the officer report 4.3 of published addendum dated 18 March 2019. In addition, there is no conclusive evidence that the access has not been used for 10 years or more, and there is no enforcement history on the site relating to the use of the access. In any event, the use, or occasional use of the access by Abbots House residents, in this context, is considered to be an ancillary function.*
6. *Please refer to the published addendum 3.16 and consultation comments from CCC Highways.*
7. *Please see officer report dated 19 Nov – para 4.3.*
8. *Please see 1 above.*
9. *The application has been amended, the new information published on the Councils website, and full re-consultation has taken place. The planning practice guidance states that where an application has been amended it is up to the Local Planning Authority to decide whether further publicity and consultation is necessary. See addendum.*
10. *Please refer to officer report 7.25 – 7.38 of DMC report dated 19 Nov 2018 and section 4 of the published addendum.*
11. *The implementation of the maintenance plan is a civil matter and one for the applicant to pursue,*

*the application has been assessed on its merits, the applicant has demonstrated in the application that a safe access for one dwelling can be achieved, and the application is not reliant on the implementation of the maintenance plan for the proposal to be acceptable.*

12. *This is separate legal matter where there is no legal basis to delay a decision on the application, see officer report (dated 19 Nov 2018) para 5.6 and the consultation response from the CC Footpaths Team.*

13. *This application has been assessed taking into account all relevant material considerations, previous appeal decisions are material considerations.*

14. *See 1. Above and relevant highways/access sections in 18 March 2019, 17 Dec 2018 and 19 Nov 2018 DMC reports*

15. *See 1. Above and relevant highways/access sections in 18 March 2019, 17 Dec 2018 and 19 Nov 2018 DMC reports*

16. *See 1. Above and relevant highways/access sections in 18 March 2019, 17 Dec 2018 and 19 Nov 2018 DMC reports*

17. *See 1. Above and relevant highways/access sections in 18 March 2019, 17 Dec 2018 and 19 Nov 2018 DMC reports*

18. *This is not a planning matter, in any event, the LPA is satisfied that, with conditions to ensure the site is fully self-contained and the additional legal information received, the site access is suitable to serve one dwelling.*

19. *See 4. Above*

3 (b)	17/01706/FUL	Erection of food store (use class A1) with associated parking, landscaping, access and associated works.	Land At Junction Of Stocks Bridge Way And Needingworth Road St Ives
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Two further representations have been received from local residents objecting to the application for the following summarised reasons:

- This would provide yet another store at the 'other end' of town. There are a lot of new houses being built near High Leys etc. and not one store. If you want new families to move to the area you need to provide the resources.
- There will now be Morrison's, Tesco's, M&S Food and now Aldi all together along with the added pressure of extra traffic jams.
- Are there are any changes/improvements planned to the roundabout joining Stocks Bridge Way?
  - Currently the roundabout receives a lot of traffic due to the business park, McDonalds and the Morrisons store which, makes existing Compass Point business park challenging due to the constant and heavy amount of traffic at peak times.
- It can often be a challenge to cross St Audrey's Lane/ the A1123 due to the amount of right hand traffic and often it is the case of waiting for a driver to let you cross which can be quite dangerous especially if other drivers in the second lane are not aware.
- These problems with traffic result from the large amount of development over the past few years without attention being brought to the surrounding roads. It is surprising that Morrisons and McDonalds were built that there were no improvements to the surrounding roads/roundabout to handle the increased traffic/footfall, such as traffic lights or crossings at the roundabout.

*Officer Response: The concerns expressed with regards to the location of the proposed store, highways impacts and proposed improvements through the provision of a Toucan Crossing are addressed within the Committee Report.*

Further to publication of the Committee Report, Morrisons has advised that they have written directly to Councillors, reiterating their objection to the application for the following summarised reasons:

- As a consequence of the deficiencies in the work, the assessments under-estimate the likely impact of the proposed development on the local highway network. The concerns raised within previous representations therefore remain relevant.
  - The traffic flow data presented within the Technical Note presenting the May 2017 survey data and November 2018 survey data does not specify if the flows are being compared for the Friday evening peak or for the Saturday midday peak. It is assumed that they are comparing the Friday evening peak traffic flows, given that this was the only scenario assessed as part of the Exigo TA. No comparison is available for the Saturday midday peak period and this should be provided using historical traffic flow data or by undertaking additional surveys.

- Comparison should also be made to the traffic surveys undertaken by Connect Consultants from Friday 8th June 2018 to Monday 18th June 2018. These traffic flows were reported on by Connect Consultants in their Technical Note dated 20th July 2018, Connect Consultants significantly underestimated the quantum of vehicle trips on the network by adopting survey data from the less busy Saturday of the two surveyed Saturdays. This should be corrected to reflect the busier Saturday period within any future comparison of traffic flows.
- No detail is provided of how the growth factors, used in relation to Table 1, have been determined. This detail should be provided to ensure appropriate growth rates have been applied.
- It is unclear why the flows obtained from the June 2018 surveys have not been included within this comparison work. These flows should therefore be included in further comparison work.
- The total flows through the two junctions, as summarised in Tables 1 and 2, are significantly lower in the Connect Consultants most recent work when compared to the May 2017 surveys (notwithstanding the lack of comparison to the June 2018 surveys). For the Stocks Bridge Way / A1123 Needingworth Road / Harrisons Way roundabout, the Connect base flows are some 9% lower, whereas for the Somersham Road / St Audrey Lane / A1123 Needingworth Road roundabout the base flows are some 15% lower. This suggests that the November 2018 surveys are under representative of existing highway conditions, reinforced by the results of the June 2018 surveys which have not been included.
- The two roundabouts have been modelled in isolation so the impact of vehicles queuing back from one roundabout to the other is not reflected in the analysis. Micro Simulation modelling should be undertaken, so that the impact of traffic queuing at junctions interacting with adjacent junctions can be properly assessed.
- Bryan G Hall has interrogated the modelling files. In the absence of evidence to demonstrate how the entry parameters have been measured, Bryan G Hall have measured a number of parameters using a topographical survey and have found consistently different figures from those used within the models, which will result in the models overestimating the capacity of the junctions. This is in all likelihood reflected in the difference between the modelled queues and the observed queues reported as part of the November 2018 surveys, discrepancies that are set out in detail within our letter of 8th February 2019, in that the modelled queues are significantly less than those that were observed. Evidence should therefore be supplied to demonstrate how the junction geometry has been measured.
- With respect to the CCC highways consultation response dated 28th February 2019, CCC acknowledge that the observed queues are not replicated within the junction models. To better understand the extent of the queue disparity, reference is made to Table 3.5 of the Supplementary Transport Assessment which shows a maximum observed queue of 40 vehicles on the Harrison Way approach during the Friday PM peak compared with a modelled queue of just 2 vehicles. This is yet more evidence to demonstrate the need for a Micro Simulation model to be prepared to model the interaction between the junctions.
- Whilst the provision of a Toucan crossing is a beneficial safety measure for pedestrians and cyclists in the vicinity of the proposed site, there is no evidence to show that this will mitigate the impact of development related traffic.
- Contrary to comments by Cambridgeshire County Council Transport Assessment Team (CCC TA Team), Bryan G Hall consider the worst-case period to be during the Saturday peak period when development traffic will be at its highest. This is highlighted by the data submitted which shows that the roundabout operates at a maximum Degree of Saturation of 1.05 during the Saturday peak, compared to a Degree of Saturation of 0.94 during the Friday.
- CCC TA Team further indicate that they acknowledge the interaction between the two roundabouts and acknowledge that this cannot be replicated using standalone models. They then state that there would be difficulties in modelling the network within a Micro simulation model as there are inherent issues on the network, however no further justification for this is provided. This does not address the issue that the models relied upon within the assessment are not representative of the existing highway conditions, therefore they cannot be relied upon to assess the impact of the development. The only way to model the existing situation and assess the impact of the development proposals is by preparing a Micro Simulation model, and we can see no technical difficulties in preparing such a model.
- Surveys undertaken by Bryan G Hall in March 2019 indicate that the maximum observed queue through the junction is 37 vehicles on the A1123 (East) arm and 29 vehicles on the Harrison Way approach in the Friday evening peak, which is significantly higher than the respective modelled queues of 2 vehicles on both approaches. Average journey times through the two junctions, from east to west and vice versa, were observed to be 180 seconds (3 minutes)

during the Friday evening peak and 157 seconds (over 2 and a half minutes) during the Saturday peak. In contrast the models provided by Connect Consultants predict existing delays through the two junctions of just 22 seconds during the Friday evening peak and 21 seconds during the Saturday peak. The significant level of observed queuing on certain approaches, suggests that the modelled delay should be much higher than that being suggested by the models, i.e. a queue of 37 vehicles through a congested network would take significantly longer than 22 seconds.

- The models are therefore not representing the existing situation and as previously indicated, it is considered the only way to model the situation accurately and assess the impact of the development proposals is by preparing a Micro Simulation model.
- There are still a number a fundamental transport issues that need to be addressed before the impact of the proposed development can be fully understood. It is our considered view that the results of the modelling presented in the STA will significantly underestimate the conditions that would result on the road network in the vicinity of the Aldi store should the development be allowed to proceed.
- The development of a Micro Simulation model would ensure that the full traffic implications are understood by the planning and highway authorities before a decision is made on this application.

*In taking account of the points raised, Cambridgeshire County Council Transport Assessment Team maintain that the impact of the Aldi traffic is significant enough to warrant mitigation measures but do not object to the application subject to a Section 106 Planning Agreement requiring a contribution of £170,000, allowing the provision of a Toucan Crossing and associated ancillary footway/cycleway works.*

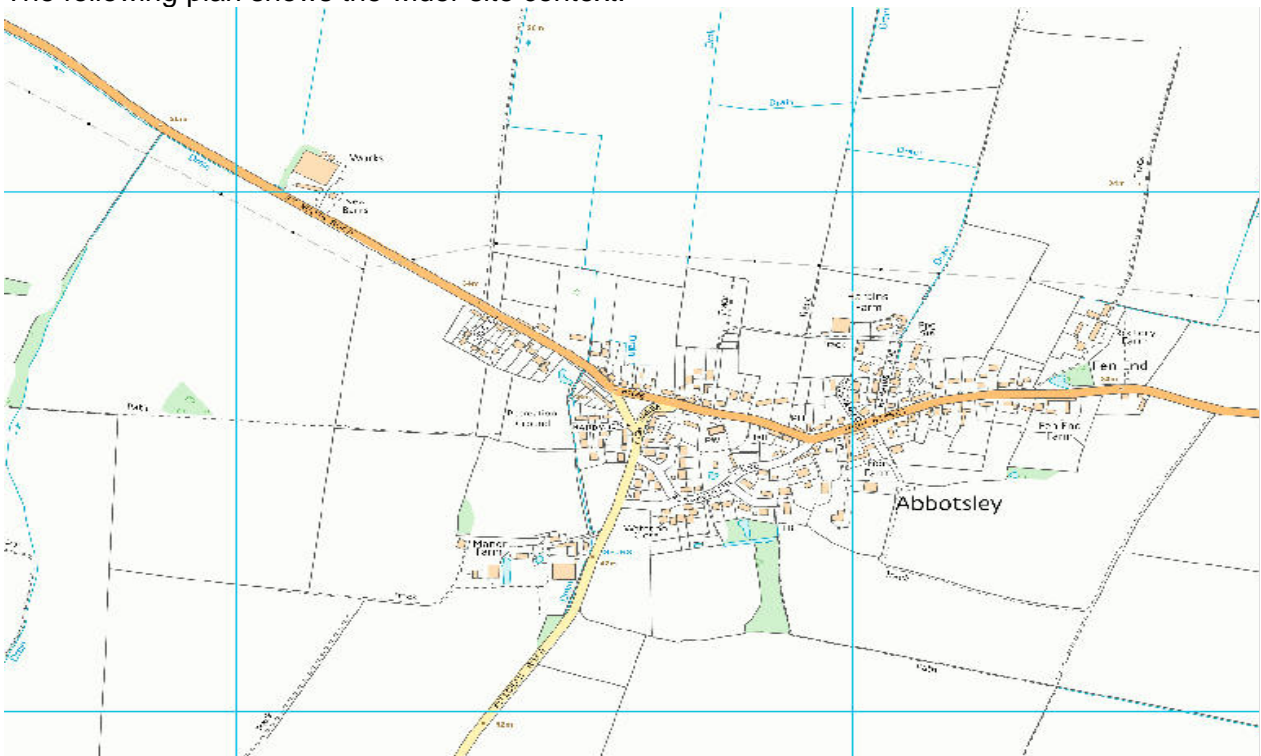
In consideration of the above, the recommendation remains as per section 8 of the Committee Report, repeated below for completeness:

**8. RECOMMENDATION - APPROVAL Subject to the prior completion of a Section 106 agreement to secure financial contribution of up to £170,000 for the provision of a toucan crossing across the A1123 and subject to conditions to include the following:**

- Time Limit (3 years)
- Development to be carried out in accordance with approved plans
- Limit on net internal sales area to no less than 80% convenience goods retail and no more than 20% other comparison goods retail.
- Tree protection
- Archaeology
- External lighting
- Noise limits from fixed plant and night time deliveries / collections.
- Store opening times
- Implementation and maintenance of landscaping
- Hard landscape details
- Travel Plan
- Compliance with submitted Ecology Details
- FFL no lower than 300mm above existing ground level - details to be secured
- Construction traffic management plan
- Contaminated Land Investigation and Remediation
- Surface Water Drainage details and future maintenance
- Temporary parking and turning facilities clear of the highway
- Access details (dimension and geometry)
- Long term retention of approved parking
- In accordance with Air Quality Assessment
- Materials Management Plan

**Or**

- 8. RECOMMENDATION** - Refusal in the event that the obligation referred to above has not been completed and the applicant is unwilling to agree to an extended period for determination, or on the grounds that the applicant is unwilling to complete the obligation necessary to make the development acceptable.

4 (a)	19/00129/FUL	Erection of a detached dwelling with outbuildings and a new access	Land Adjacent 21, High Green, Abbotsley
<p>1. Correction to mapping on page 204.</p> <p>The main site location plan is correct but the small inset map on page 204 is incorrect and should be ignored.</p> <p>The following plan shows the wider site context:</p> 			
<p>1. Update on ecology</p> <p>Since the Officer report was written, the applicant submitted an ecology update by MKA Ecology on 7<sup>th</sup> March 2019.</p> <p>The update</p> <ul style="list-style-type: none"> <li>-notes that the 2019 site visit found that the habitats were in a very similar condition to 2016 the original report. 'The only differences were that patches of bare ground were now semi-improved grassland and a rubble pile was no longer present'.</li> <li>- advises that as the rubble pile has been removed, a method statement for great crested newt is no longer required.</li> <li>- makes recommendations for landscaping, management and enhancement.</li> </ul> <p>The Bedfordshire and Cambridgeshire Wildlife Trust were consulted on the Ecology Update and accept it.</p> <p>It is considered that the update adequately addresses ecology at the site and overcomes the concerns expressed in the Officer report (paras 7.32-7.38, the part of para 7.49 referring to ecology and reason 2 for refusal).</p> <p>It is therefore recommended that:</p> <ul style="list-style-type: none"> <li>-reason 2 for refusal should be withdrawn (section 8 of the report, page 200) and</li> <li>-the application should be refused solely for reason 1 at section 8 of the officer report (page 199/200).</li> </ul>			
4 (b)	18/02569/OUT	Proposed residential development involving the erection of 16 dwellings at land east of No. 66 Thrapston Road, Brampton, proposed access arrangements and associated works	Land East Of 66, Thrapston Road, Brampton



- One further neighbour representation has been received ahead of Committee, querying the long term management of the rear landscaped area. With regard to this buffer area, the applicants' agent has confirmed that this will be maintained and managed by the landowner or other nominated party to ensure the area does not become overgrown. This provision can be secured within the S106 Agreement.
- Further representations have been received from Cllr Morris with regard to the proposed access into the site, raising concerns that the scheme does not provide cyclist priority. In response (and as set out within the officer report to Development Management Committee), the proposals do not provide for cyclist priority but the detailed access proposals have been through a full road safety audit (in 2016/ 2017). In the context of the application site and the need to create safe vehicular access and accommodate the needs of cyclists and pedestrians, a balance needs to be struck. It is considered that the access proposed is appropriate and safe and County Highways raise no objections to the proposals, subject to conditions.
- Consultation comments from HDC Active Lifestyles have confirmed that no off site contributions are required for green space, due to the size of the proposals and no specific project has been identified.
- Recent advice from the Wildlife Trust has confirmed that for proposals of between 11-49 dwellings, biodiversity net gain needs to be demonstrated and that the simplest way to do this is to complete a biodiversity metric. Discussions have been held with the applicants' agent and further information has been submitted to demonstrate biodiversity net gain. This information has been sent to the Wildlife Trust who have confirmed that sufficient information has been submitted and set out in the Ecology report recommendations and site plans to confirm a net gain should be deliverable on the site. This will be conditioned if approval is granted.

<b>4 (d)</b>	<b>17/02261/FUL</b>	<b>Proposed development for 3 dwellings</b>	<b>Land South West Of November Cottage, Green End, Great Stukeley</b>
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Following the publication of the DMC report, one further representation has been received which reaffirms an original objection to the proposed development.

Summary of points raised:

- Proposal represents overdevelopment
- The proposed development/dwellings will completely change the look and feel of the lane and ruin the look and feel of the countryside
- Concerns re congestion – Green End already struggles to accommodate the current volume of traffic
- Proposal is questionable re sustainability and use of land/ number of dwellings

At the time of writing, written comments from CCC Highways remain outstanding, however subject to the imposition of the conditions relating to the construction of the access, visibility splays and provision of parking areas (which were suggested by CCC Highways) the proposed development is not considered to result in an unacceptable impact upon the safety of the highway.

A Unilateral Undertaking to secure the wheeled bin contribution for the proposed development (£220.95) remains outstanding. A satisfactory UU must be completed/submitted to the LPA prior to the issuing of a planning permission.

<b>4(f)</b>	<b>17/00101/OUT</b>	<b>Proposed residential development of up to 25 dwellings following demolition of existing packing station</b>	<b>D J C Produce, Pingle Bank Holme</b>
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The following have been received as a result of the re-consultation:

Holme Parish Council – recommend REFUSAL (COPY ATTACHED) for the following reasons (condensed):

- \*Housing density – too high
- \*Flooding/sewerage/water – site still appears to be in flood zone 3. Sewerage treatment works is already unable to cope.
- \*Highway/transport/car parking issues – no bus service. No shop. Not enough parking spaces to accommodate off road parking, on road parking on Pingle Bank is already a problem. Only 1 visitor space and no delivery van space. Increased traffic of approx. 50 cars per day. Traffic issues with tailbacks from Holme level crossing. Safety issue of speeding cars along Station Road already a safety issue for pedestrians.
- \*Footpath – there is no path along pingle Bank, nor is the road wide enough to accommodate one.

Pedestrian safety at junction with Station Road. No street lighting.

\*Education/school/children – currently spaces at the primary school. Spaces are mostly year 6. When current year 6 leaves they will be replaced by new reception intake of approx. 17 children so there will be few if any spaces from September 2019. Sawtry Village Academy is full. School bus to Sawtry Village Academy is full and parents are transporting children by car. Holme has no play area or sports facilities.

\*Housing Need – the Housing Needs Survey carried out by Cambs ACRE indicated a small need for 6 homes. 8 market homes have been built at Hardwick Court, some are empty. There is little need for more housing. As Huntingdonshire does have enough land supply to fulfil its targets there is no reason to permit 25 additional homes.

\*Design – density is too great. Not in keeping with village. Too many homes, too close together. Flats unwelcome. Issues with layout of houses in straight lines, loop road, parking spaces and location of open space.

\*25 dwellings is contrary to Policy LP10 and LP17 of the Draft Local Plan to 2036 as submitted.

*Officer response:*

*\*Housing density and Design – housing density, the layout of the proposed dwellings, loop road, parking spaces and open space have come about from consultation with Urban Design colleagues using best practice to ensure that there is no loss of amenity to existing dwellings, utilising natural surveillance from the proposed properties, sufficient off-street parking, ensuring landscape buffer and open space to soften the transition from countryside to built-up area.*

*\*Flood/sewerage/water – The Environment Agency advised in the letter dated 7 December 2018 “no longer object to this application as the applicants modelling shows the site to be located in Flood Zone 1”. Anglian Water advised on 8 August 2017 that “a drainage strategy (for foul sewerage) will need to be prepared in consultation with Anglian Water to determine mitigation measures. We request a condition requiring the drainage strategy covering the issues to be agreed.” See also LLFA comments below.*

*\*Highway/transport/car parking issues and Footpath – There are no maximum or minimum parking standards that need to be applied to developments as per the requirements of the NPPF. The submitted layout plan is illustrative only, however the plan has demonstrated that a minimum of two parking spaces are proposed per dwelling. It is considered that there is sufficient parking space on the site to meet the requirements of policies H31 of the Local Plan 1995, and LP17 and LP18 of the Local Plan to 2036: Proposed Submission (2017). See CCC Highways as LHA comments below in respect of highways issues including footpath.*

*\*Education/school/children – see response to Holme PC comments below from CCC Education.*

*\*Housing Need – The Housing Needs Survey identified 6 households with a Holme connection. A Rural Exception site would allow the Council to prioritise affordable housing for people having a Holme connection ahead of someone who may have a higher need but not have a Holme connection. If this application were to be approved it would not be as an Exception site and the Council would allocate the housing to people in highest housing need regardless of whether they have a connection. There would therefore be sufficient need for the affordable homes proposed.*

Lead Local Flood Authority – “no objection in principle to the proposed development. The FRA, Rab Consultants Ltd, Ref:1861B Version 4.0, Dated:29 August 2018 demonstrate that surface water from the proposed development can be managed through the use of permeable paving and onsite attenuation, restricting surface water discharge to 2.5l/s into the adjacent watercourse to the East of the site.”

*Officer response: If Members are minded to approve the application, a condition can be imposed and details submitted with the reserved matters applications.*

CCC Highways as Local Highway Authority – “I note that the development is now proposed with two accesses onto Pingle Bank neither of which have been indicated with visibility splays in accordance with the posted speed limit or road width, however I note that the layout is not committed at this stage, I am however content that a suitable layout could be achieved within the extent of the site frontage (but it may not look like that submitted).

With regards to pedestrian connectivity, I note that a plan had been submitted after my previous consultation indicating a footway, however this will require alteration to be acceptable.

I therefore have no objection but would require a plan to be submitted indicating the proposed footway as this will have implications on existing residential amenities (parking) and possible alteration to boundary finishes on public highway.

*Officer response: If Members are minded to approve the application, a condition can be imposed and details submitted with the reserved matters applications.*

**HDC Operations** – Green Open Space requirements in accordance with the Developer Contributions SPD: Based on 25 dwellings of unknown size properties, this development requires in the region of 1100m2 of POS including 450m2 of continuous green space where children can play. The green open space showing on the plan looks to be sufficient providing it is all useable green space. Green space on-site (and any off-site contribution) must be secured through S106.

**Officer response:** If Members are minded to approve the application, green space can be secured through a S106 and a condition can be imposed.

**CCC Education, 0-19 Place Planning & Sufficiency Officer –**

**Currently there are some spaces at the Primary school but the figures in the officer’s report are misleading. The spaces are mostly in year 6 and when the current year 6 cohort leaves in July, they will be replaced by a new reception intake likely to be 17 children so there will be few, if any, spaces from September 2019.**

The catchment forecast for Holme Primary School is shown below. The number of children living within catchment is much lower than those on roll at the school which shows that the school attracts a large number of out-catchment children. The Council's policy is only to expand a school where the catchment population exceeds the school's capacity.

	R	Y1	Y2	Y3	Y4	Y5	Y6	Total
<b>2017/18</b>	7	4	10	12	12	8	17	<b>70</b>
<b>2018/19</b>	5	7	5	11	13	14	10	<b>65</b>
<b>2019/20</b>	5	5	8	6	12	15	16	<b>67</b>
<b>2020/21</b>	7	5	6	9	7	14	17	<b>65</b>
<b>2021/22</b>	6	7	6	7	10	9	16	<b>61</b>
<b>2022/23</b>	6	6	8	7	8	12	11	<b>58</b>

Of the 52 application received so far for September 2019, only 4 of those are from in-catchment children. It is therefore likely that they will be able to accommodate children in-catchment.

**It is understood that Sawtry Village Academy, to which the majority of children go at age 11, is also full, although an extension is envisaged.**

Sawtry Village Academy has a PAN of 180 and an overall capacity of 900 for Years 7-11. In January 2018, there were 813 children on roll in Years 7-11 in the school. At present, Year 9 has the largest cohort with 157. They would therefore be able to accommodate children from this development.

**The school bus to Sawtry VA is full and parents are having to transport children by car at present.**

This is not something we are aware of. I will raise it with transport colleagues but they are not in the office today and so I am unlikely to get a response before this evening.

There have been 15 third party representations received in response to the re-consultation, raising the following concerns:

- outside the village envelope
- density
- out of character
- the development will place a considerable strain on the infrastructure of the village. The school is full, there is no shop, nor any public transport bus service to enable access to doctors or shops.
- highway safety
- parking
- increase in traffic
- existing sewerage systems at capacity
- pedestrian crossing inappropriate
- part of site within flood zones 2 and 3
- inadequate open space
- school bus to secondary school is full
- impact on back gardens
- impact on wildlife
- it will spoil the peace and tranquillity of Holme village
- there is no play area in the village

Officer response: These matters are addressed within the main body of the report or in the above consultee comments.

5(a)	18/02171/FUL	<b>The construction of an external 3G Artificial Turf Pitch (ATP) including perimeter fencing, floodlighting, associated hardstanding area and goal recess areas</b>	<b>One Leisure, Abbey Road Ramsey, Huntingdon PE26 1DP</b>
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Since the publication of the DMC report dated 18 March 2019, Historic England have written in confirming that they do not wish to offer any comments regarding the impact of the proposed floodlights on the grade I listed Ramsey Abbey.

Officer Comment: *The impact of the proposal, including the floodlights, on the Grade I Listed Abbey House has been assessed in the DMC report dated 18 March 2019*

*The erection of a new dwelling north of Abbots House, Chesterton.*

The Parish Meeting still contends that this is an inappropriate location for any residence. The site has, in the past, been for sale (without outline planning permission) and not sold, so perhaps the 'market' also finds it an awkward location too. We would much prefer that the tennis court be grubbed-up and the whole site to be returned to its natural state.

We would like to find that paragraphs 5-13 of the Planning Inspector's Appeal Decision letter of 17 Feb 2017 (relating to the previous application on this site) were still valid but, since that no longer appears to be the case, we feel compelled to ask how the Planning Authority "find itself" (as per Ms Bell) in this position, adopting a weighted-procedure (the notorious tilted balance) without argument? Surely HDC should have notified, advised or consulted all Parish Councils in its area that it has adopted an unlevel playing field now tilted in developers favour? Since this has led to "lines" on a map (notably village "envelope" boundaries) having no validity, does this also apply to other Local Plan boundaries, such as Conservation Area boundaries, or lines on those Neighbourhood Plans so strongly promoted by HDC?

Despite all the new reports added to the database none have addressed the principal Highways issues (access/road safety), so these remain as before. Namely that the access is extremely tortuous and has no obvious accommodation for the 'turning' of large vehicles. Imagine, if you will, being the driver of one of these vehicles, some of which might want regular visits:

- Builders merchants delivery lorry
- Cement mixer
- Skip lorry
- Household removal lorry
- Refuse/waste collection lorry (BS 5906 (2005) applies)
- Heating oil delivery lorry
- Fire engine (Building Regs B5 (2000) applies)

How difficult might you find in getting in and backing out? Has anyone measured the width of the road and the bridge abutments, as some of these vehicles have minimal clearances? Should there not be a 'tracking' assessment for the whole route?

At the end of the access track is a bridge (admittedly modified in recent times) over an un-named watercourse. Do we know the load-weighting of the bridge? The watercourse looks fairly insignificant but, should the bridge collapse into it, it ought to be borne in mind that this watercourse is the main surface-water drainage outlet for the western half of village and also takes the run-off from five large fields. Should anything interrupt the flow of that watercourse then flooding takes place on Oundle Road and at the beginning of Priory Gardens (sandbags are issued to the most vulnerable house in case of this re-occurring).

The access road cannot be the route of any water pipes as the Applicant only has right of access, not the right to dig into the soil, so what direction are they coming from? And presumably foul water will be treated within the 'footprint' of the house, and not require a specialist vehicle to empty it? Nor is there anywhere for wheeled dustbins to be placed which doesn't block either this access road or the contiguous public

footpath (we note a "Bin Storage Area" next to the garage). Where is the oil tank to be located (unless it's an all electric house) and what's the access route to it ? And the management of the surface water discharge ?

As the access road is, as we have said before, the only route into the former orchards and land beyond, it still seems to us disingenuous that no route is shown on the Site Plan passing between the eastern boundary of the Application site and the un-named watercourse, to the land behind, as it will affect the 'setting' of the new house. The Application calls for a post and rail fence on the eastern boundary, which is at variance with the deeds which call for a close-boarded stock-proof fence. The un-marked farm access and the erection of a fence (as legally required) would affect the setting of the whole development (is there, indeed, any mention in the deeds of provision for a gateway in the fence ?).

We also suggest that the junction between the access track with the A605 Trunk Road has inadequate sight-lines and therefore prejudicial to road safety. We understand that illustrative material is to be submitted to you by other interested parties showing how restricted drivers' vision would really be.

The Site Plan shows a semi-circular feature somewhere near the middle of the site: such a thing is not 'natural' in an orchard; does it indicate human activity pre-dating the orchard, or is it purely modern ? Might it be in some way related to the lost Manor House demolished c1810, which lies in the field beyond (building debris has been found there on the rare occasions it is subjected to ploughing). So we re-iterate that such evidence warrants at least an archaeological watching brief to determine whether the Manor House extended this far east.

The Case Officer concedes that there is little sign of human activity, and the location is otherwise unspoilt except for the disused tennis court, so surely one might expect there to be an abundance of wildlife. Not so according to the Ecological Report...entirely devoid of wildlife. Surely ponds, watercourses and vegetation by their very nature must provide habitats for some wildlife, especially those species not otherwise visible during a survey conducted in the depths of Winter ? We therefore recommend that a full Ecology Survey should be carried out, especially for any protected species, prior to any decision being made.

The Application Site is the end of a former orchard, and will have mature and semi-mature trees: won't their roots be disturbed by digging the foundations ?

We would suggest that the Case Officer's report submitted in November last year is now perhaps outdated and ought to be revised to take into account the recent specialist reports and the information contained in submissions such as this.

Today Chesterton is a settlement with 50 residential units (adjacent to Oundle Road and Priory Gardens). Plans are approved to develop Manor Farm, and provide for another 12 new homes (plus another outside the farm), and all within the nominal village boundary. These 13 potential new units represent a 30% increase in residential units in the village, which negates the need for another single home especially one outside of the boundary.

Richard Hillier  
Clerk, Chesterton Parish Meeting.

Revised Feb 2019.

[Ends]

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