

MAIN CASE

Proposal: Change of use of land to extension of existing showman's yard

Location: Dolver Farm Long Dolver Drove Soham Ely Cambridgeshire
CB7 5UP

Applicant: Mr Bradley Thurston

Agent: Mr David Loveday

Reference No: 13/00014/FUL

Case Officer: Ann Caffall

Parish: Soham
Ward: Soham North
Ward Councillor/s: Councillor Tony Cornell
Councillor James Palmer

Date Received: 2 January 2013 Expiry Date:

[P65]

1.0 EXECUTIVE SUMMARY

- 1.1 The application is referred back to committee following the meeting on 6 March 2013 when Members visited the site and the application was deferred to allow further consideration of concerns, particularly relating to access.
- 1.2 The 6 March 2013 Committee report is attached at Appendix 1 to this report.
- 1.3 **A second site visit has been arranged for 11.20am, prior to the Planning Committee meeting.**

2.0 PLANNING COMMENTS

Access

Access to the site is from Long Dolver Drove. The Local Highway Authority has recommended refusal of this application due to inadequate visibility at the junction of Long Dolver Drove with Hasse Road.

Since the deferral of the application an appeal was allowed (2.12.13.), on a site further to the north in Long Dolver Drove (Mr Tydd – 12/01075/FUL), subject to a condition which included improvements to the junction of Long Dolver Drove with Hasse Road and providing a passing place in Long Dolver Drove.

Following the Planning Committee meeting, the applicant was invited to look into providing an alternative access to the site from Hasse Road. Discussions were held

with the Local Highway Authority and it was understood that an application for a new access was to be submitted. To date no new application has been submitted.

Whilst the improvements required by the Inspector to the junction with Hasse Road would be desirable, the Local Highway Authority remain of the opinion that there is fundamentally inadequate visibility at the junction to facilitate the increase in traffic generated by the storage for re-sale of lorries and trailers on the site. The LHA comments since the appeal decision are as follows:

Whilst the residential accommodation has proved to be acceptable to the Inspector at appeal, the traffic generated by this development is of a different type and intensity to that of a development that is solely residential, and so the recommendation of refusal previously made by the Highway Authority remains.

Reason: impact upon the safe and efficient operation of the public highway.

Use of the site and Enforcement

The site has an extant enforcement notice requiring;

1/ The cessation of the use of the land for the storage of HGV's, trailers and other vehicles and to remove all HGV's, trailers and other vehicles and associated vehicle parts from the land.

2/ To remove all hardcore brought onto the land to facilitate the use of storage of HGV's, trailers and other vehicles.

3/ To restore the land to the condition before the breach commenced.

To date this notice has not been complied with.

Should Members refuse the application then there are two formal options from an enforcement perspective which are either:

- Prosecution for non-compliance with the enforcement notice or
- Direct action by the Council – (Council or our contractors removing the vehicles, trailers etc and pursuing the landowner for reimbursement of all reasonable costs incurred).

The case will be reviewed following a decision being made on this application. Approval of the proposal will in effect nullify the enforcement notice as the principle of using the land for the storage of HGV's, trailers etc will be approved in principle.

Planning Comments

The pragmatic approach which has been shown by the Planning Committee has enabled the applicant sufficient opportunity to provide an alternative access to this site.

However as no new application has been submitted, or amendment received, and in view of the extant enforcement notice, Officers are of the opinion that the application should be refused.

3.0 **RECOMMENDATION**

RECOMMENDATION: REFUSE FOR THE FOLLOWING REASON

- 1 The proposed storage of HGV's, trailers and other vehicles would lead to an intensification of use of the Long Dover Drove/Hasse Road junction where there is inadequate visibility to and from the southwest. The proposal would therefore be detrimental to highway safety, contrary to Policy S6 of the East Cambridgeshire Core Strategy 2009 and Policy COM8 of the Draft Local Plan pre-submission version (as amended June 2014), which aim to ensure that development shall be capable of accommodating the type of traffic generated without detriment to the local highway network and the amenity, character or appearance of the locality.

4.0 **APPENDICES**

- 4.1 Appendix 1– Officer report to Planning Committee 6 March 2013

<u>Background Documents</u>	<u>Location(s)</u>	<u>Contact Officer(s)</u>
Planning files 13/00014/FUL 12/00133/FUL 12/01075/FUL	Ann Caffall Room No. 011 The Grange Ely	Ann Caffall Senior Planning Officer 01353 665555 ann.caffall@eastcambs.gov.uk

Appendix 1 – Officer Report to Planning Committee 6 March 2013

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Case Officer: Ann Caffall

Parish: Soham
Ward: Soham North
Ward Councillor/s: Councillor Tony Cornell
Councillor James Palmer

Date Received: 2 January 2013 Expiry Date: 27 February 2013

[M366]

1.0 **EXECUTIVE SUMMARY**

The application seeks consent to extend the existing family yard and change the use of the land to a Showman's Yard.

- 1.1 The application is brought before the Planning and Development Committee at the request of Councillor Joshua Schumann.
- 1.2 The main considerations are the nature of the use, compliance with adopted policies and the criterion therein, highway safety, and impact on adjoining occupiers.
- 1.3 The previous application for lorry storage on the site, which involved a higher number of vehicles, was refused on the basis that the business did not constitute a business that was related to a showman's yard. Since that time the applicant has found an alternative site outside the district for storage and the number of vehicles which are stored on the application site has been reduced.
- 1.4 A consideration of the application centres around whether or not the current proposal constitutes part of the overall business of a showman, and if this is the case, whether or not the site complies with adopted policy for extensions to existing businesses in the countryside.

- 1.5 A further consideration is whether there is a material difference between the impacts of the additional vehicles on the site, both physically and visually, and additional pieces of showground equipment.
- 1.6 The criteria for assessing whether a windfall site such as this, have been predominantly met as site specific issues could be overcome with appropriate conditions.
- 1.7 There are highway safety issues of concern to local residents, the highway authority and the town council. The Local Planning Authority cannot control the intensity of use and number of vehicular movements from the site and the outstanding consideration is that of Highway Safety. The Highway Authority is a statutory consultee; as such their objection holds considerable weight.
- 1.8 The application is recommended for REFUSAL
- 1.9 A site visit has been arranged for 12.30pm

2.0 **THE APPLICATION**

- 2.1 The application seeks consent to extend the existing family showman's yard and involves the change of use of adjoining land. A new access is proposed into the site from Long Dolver Drove which is some 10metres to the north of the current access into the winter quarters.
- 2.2 The Yard is used by family and friends during the travelling season as part of the community of showmen. It is used as a "stop off" point where there is known security and safety. The family currently own 3 large rides – each of these requires 2 vehicles, 5 juvenile rides – requiring one vehicle each, 5 kiosks and in the region of 6 more vehicles to tow caravans and travelling equipment + cars. This approximates to some 22 pieces of equipment which is directly related to transportation and rides etc. The application requests consent for the storage of up to 30 vehicles, which would equate to space for the storage of an additional 8 vehicles.
- 2.3 A planning statement is submitted in support of the application.

3.0 **THE APPLICANT'S CASE**

- 3.1 The Thurston family are well known and respected in the eastern region being an integral part of the showmen's tradition in this part of the country for generations. The existing family yard has been here for 25 years without causing any problems. A modest expansion would be unlikely to generate any problems. The family are part of the community and do not want to be a nuisance.
- 3.2 When Mr and Mrs Thurston (Snr) moved to the adjacent site they had a young family. The yard space needed for family living and equipment storage was a relatively small part of the overall holding. The yard area was fenced and surfaced. The remainder of the land was used by the family for the incidental storage of equipment, and amenity space for the family. They have also allowed local people

to graze their horses. The children are now grown. One son lives on the site all year, alongside his parents, with his family and equipment, another son together with his family and equipments uses the site intermittently during the summer and joins them over winter, whilst the remainder of the family uses the site intermittently. The space requirement has therefore grown along with the family. No residential use is proposed for the application site.

- 3.3 A photograph showing the application site together with the existing yard is submitted in the planning statement. The applicants submit that they bought the site in 1987 and that it has been continuously occupied as a single unit ever since. However as the applicants have been unable to convince Officers on the planning status of the application site, an application has been made to enable the site to be used lawfully as part of the overall Showman's Yard.
- 3.4 Officers and Members are aware of the issue regarding lorries at the site and we would like to thank the Local Authority for their forbearance on this matter. Mr Bradley Thurston, as part of his showman's business, some years ago began to buy lorries and sell them to other showmen. This remains part of the business. The nature of the trade is such that often, rather than individual lorries coming up for sale, the "lot" can be up to 10 or so. Whilst he uses his best endeavours and his strong business connections to sell these on (both at home and increasingly abroad), often without coming to the site sometimes he does not sell them all at once and has in the past brought any "remainders" to the site for storage. Clearly it is in the applicant's best interests not to have any on site, as it means he has "unsold stock". However it is an unavoidable by-product of the business. Bearing in mind the concerns that have been expressed regarding this element of use of the site, Bradley has bought a site at Chatteris where he stores the majority of those vehicles. Notwithstanding the other yard, showmen prefer to do business with each other at each others' yards. There will therefore out of necessity, be some lorries parked here in association with the showmen's business. These vehicles may be on site for a short time, but often are parked/stored for weeks or months. .
- 3.5 The level of traffic using the access is minimal. Less than 1 vehicle per day on average is either brought to or leaves the site.
- 3.6 Showmen are small businessmen and need the support that Local authorities and central government. They provide some employment and add to the local economy.
- 3.7 The proposal conforms to National and Local policies and guidance on the provision of travelling showpeople.
- 3.8 The applicant is willing to accept reasonable conditions if their imposition means obtaining permission rather than refusal.
In particular:
- A condition limiting the number of vehicles to 15, and that none be advertised for sale on site
 - A condition that no engineering works shall take place on the site.
 - A condition requiring landscaping and maintenance is acceptable.

- A condition requiring a “contaminants management system” to be agreed.

4.0 **THE SITE AND ITS ENVIRONMENT**

- 4.1 The site lies to the northeast of Soham and the A142 in open countryside adjacent to an existing showman’s yard which was granted consent in 1988 for winter quarters. The site is reasonably flat, surfaced with a loose tarmac shavings and extends to approx. 0.25ha. The northern boundary of the site is unmarked with some intermittent planting to the east and west. There is an indigenous hedge screening the site from Long Dolver Drove. Current access into the site is adjacent to the access into the winter quarters.
- 4.2 Long Dolver Drove is a narrow single-track road with visibility to and from the southwest, at the junction with Hasse Road, being restricted

5.0 **PLANNING HISTORY**

- 5.1
- | | | | |
|--------------|--|----------|------------|
| 12/00133/FUL | Change of use of land to extension of existing Showman’s Yard | Refused | 30.04.2012 |
| 88/00199/FUL | CHANGE OF USE OF LAND TO SHOWMANS WINTER QUARTERS FROM 1ST NOVEMBER TO 1ST APRIL | Approved | 18.04.1988 |
| 08/00321/CLE | Certificate of Lawfulness for existing use - Showman’s storage and stationing of residential caravans. | | 09.05.2008 |
| 08/00788/FUL | Change of use to permanent residential by Mr & Mrs Thurston | | 01.09.2008 |
| 11/00044/FUL | Change of use of part of showman’s yard for the storage of HGV’s trailers & box vans. | | 06.04.2011 |

6.0 **REPLIES TO CONSULTATIONS**

Soham Town Council – Refuse. Long Dolver Drove and Hasse Road are unsuitable for heavy vehicle traffic on a regular basis. Soham Town Council also has concerns that the site is not all in use as a showman’s yard by the Thurston Family but that part is a commercial vehicle sales yard.

Environmental Health – No concerns

Scientific Officer – on the understanding that this proposed end use will be full or partially residential, the following requirement should be met with regard to land contamination at the site. I would advise that a full desk study and intrusive study will be necessary to assess whether this site is suitable for use. i.e. both Phase 1 and 2 Environmental Assessment. This could be achieved through attaching conditions to any subsequent planning permission.

The reason being that although the site does not appear to have an industrial history, aerial photographs do show that various vehicles have been stored on the site and it appears to be un-surfaced (i.e. only soft landscaping) so the potential for release of oils etc does exist. It would be this area of the site that we would be most interested in although there are also some former ponds/lakes in this area which no longer appear to exist. Any investigation would also need to cover whether these features have been backfilled with potentially contaminating material.

Internal Drainage Board – The application does not state how surface water will be disposed of. Therefore the Board must OBJECT to this application until a suitable scheme for surface water disposal is received.

Highway Authority - The existing adjacent site has consent (88/00199/FUL) for use as *showmen's winter quarters from 1 Nov to 1 April*.

This application is for an extension to the existing showmen's yard. It is not clear to me what activities fall within the description of "showmen's yard". In making highway comments on a similar application (12/00133/FUL), CCC Highways stated that "the application form indicates that this is for a yard and so would not be anticipated to be used for residential accommodation which would produce regular, increased numbers of additional vehicle movements". CCC Highways at that time considered that the proposed "yard" use of the land would generate very few vehicular trips with equipment simply being taken off the site at the start of the season and returned at the end. CCC Highways therefore recommended in relation to 12/00133/FUL that a condition be applied to any consent granted requiring the hardening of the central verge at the junction of Long Dolver Drove with Hasse Road. This would continue to be CCC Highways' position if the application was simply in relation to the winter storage of fairground equipment.

However, the Planning Statement submitted makes it clear that the showmen's yard use intended here includes the storage for re-sale of lorries and trailers un-connected with the family's own show equipment. Such activities would generate a significant increase in the amount of traffic using Long Dolver Drove. Whilst the hardening of the central verge is desirable, it would not overcome a fundamental problem at the junction, namely that there is inadequate visibility from Long Dolver Drove looking southwest along Hasse Road.

A further concern is that access to the site involves travelling along about 90m of single track lane (Long Dolver Drove) and there is insufficient carriageway width for large long vehicles to turn in / out of the site without damaging the verge.

Localized hardening could be required by condition to overcome the problem of verge over-run both at the site entrance off Long Dolver Drove and at the Long Dolver

Drove / Hasse Road junction. However, 3rd party land would be required in order to overcome the lack of visibility.

I therefore must recommend refusal on the grounds that:

If the extension of the showmen's yard were permitted, the additional residential accommodation and temporary storage of HGV's, trailers and box vans that could be placed on the site would lead to an intensification of use of the Long Dolver Drove / Hasse Road junction where there is inadequate visibility to and from the southwest. The proposal would therefore be detrimental to highway safety.

I note that the applicant owns further land to the north and south of the site so you may wish to add a second reason for refusal on the basis that approval would set a precedent for piecemeal development meaning that it could be more difficult to refuse further similar incremental applications.

Neighbours – 2 Objections received.

- Hazardous junction of Long Dolver Drove and Hasse Road. The proposal would lead to an intensification of use of the junction.
- The access does not have sufficient visibility to Long Dolver Drove which is single track and the use by lorries has led to the deterioration of the verges and road surface. The proposal would lead to an intensification of use of the junction.
- The site is formerly a paddock containing horses and the proposal will compromise the rural setting.
- How can the application site can be treated as one parcel of land for planning purposes as the land registry title shows the application site being purchased in 2004.

7.0 **THE PLANNING POLICY CONTEXT**

7.1 **East Cambridgeshire Core Strategy 2009**

CS2	Housing
CS3	Gypsy traveller and Showpeoples Sites
EN2	Design
EC2	Extensions to existing businesses in the countryside
CS4	Employment
CS6	Environment
CS8	Access
EN1	Landscape and settlement character
EN6	Biodiversity and geology
EN7	Flood risk
EN8	Pollution
S6	Transport impact

7.2 East Cambridgeshire Draft Local Plan January 2013 HOU9: Gypsies, travellers and travelling showpeople site.

7.3 **National Planning Policy Framework 2012**

	Core Planning Policies
3	Supporting a prosperous rural economy

8 Promoting healthy communities

7.4 National Planning Policy for Traveller Sites 2012

8.0 **PLANNING COMMENTS**

Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise.

The development plan in this case is the National Planning Policy Framework (NPPF), together with Government planning policy for traveller sites 2012, (PPTS), and the East Cambridgeshire Core Strategy 2009.

The site lies outside the Soham settlement boundary, within an area where countryside policies apply. Core Strategy Policy CS2 provides for the allocation of exception sites in the countryside for the specific needs of particular groups of people including the needs of travelling showpeople.

The planning definition of travelling showpeople is outlined in the (PPTS):

Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers.

- 8.1 For the purposes of the PPTS "plot" means a pitch on a "travelling showpeople" site (often called a "yard"). This terminology differentiates between residential pitches for "gypsies and Traveller" and mixed –use plots or "travelling showpeople", which may/will need to incorporate space or to be split to allow for the storage of equipment

CORE STRATEGY 2009 POLICY CS3	DRAFT LOCAL PLAN 2013 POLICY HOU9
A Proximity to a settlement which offers local services and community facilities	Adequate schools, shops and other community facilities are within reasonable travelling distance
B Impact on the character and appearance of the countryside and setting of settlements	There is no significant adverse impact on the character and appearance of the countryside and the setting of settlements
C Impact on natural assets or cultural heritage	The site would not lead to the loss or adverse impact on important historic and natural environment assets.
D Site suitability in terms of physical constraints (e.g. access, flood risk, contamination)	There is no significant risk of flooding or land contamination
E	Safe and convenient vehicular access to the local highway network can be provided together with adequate space to allow for the movement and parking of vehicles

F The size of the site should have regard to the accommodation needs and functional requirements and other factors set out above and should be broadly in scale with the size of the nearest local community.	The scale of the proposal is not disproportionate to the size of the nearest settlement and the availability of community facilities and infrastructure.
G Impact on the amenity of nearby residents or adjoining land users	The site provides a suitable level of residential amenity for the proposed residents and there is no significant adverse impact on the amenity of nearby residents.
H Availability and deliverability of sites	Essential services (water, electricity and foul drainage) are available on site or can be made available
	Plots for travelling showpeople should also be of a sufficient size to enable the storage, repair and maintenance of equipment.

In consideration of the above criteria:

A Proximity to a settlement which offers local services and community facilities. The site lies close to Soham, one of the three Market Towns of the district, where schools, doctor's shops and other community facilities are available. There are no public transport facilities available from the site.

Whilst the site is not located within the settlement boundary it is on the edge of Soham, adjacent to an existing showman's yard and the distance from the town centre is considered to be sufficiently close to meet this criterion.

- **B Impact** on the character and appearance of the countryside and setting of settlements. The site lies within open countryside on the edge of the Fen. There is an indigenous screen at the site entrance along Long Dolver Drove which provides some screening, with some young sparse planting on the western boundary. Planting is shown on the submitted plans to screen the site. It is important that the site is well screened in order to lessen the impact on the open countryside and protect public views into and out of the Fen. A suitable condition could be attached to any consent granted to ensure this takes place.
- **C Impact** on natural assets or cultural heritage. Development of the site would not lead to the loss or adverse impact on important historic and natural environment assets. The proposal complies with the criterion.
- **D Site suitability** in terms of physical constraints (e.g. access, flood risk, contamination). Safe and convenient vehicular access to the local highway network can be provided together with adequate space to allow for the movement and parking of vehicles. A new access to the site is proposed from Long Dolver Drove. This is discussed below under the heading Highway Safety.
- **Flood Risk/Drainage** – The lies outside a flood risk zone and the application does not include any residential element. The IDB object to the application until such time as a suitable scheme for surface water disposal is received. This matter can be controlled by the addition of a suitably worded condition requiring details to be submitted within a date of any consent being granted.

- Contamination. Suggested conditions by the EHO are based on the assumption that the site will be full or partially residential use. This is not the case, as consent is sought for lorry storage only which is not a “sensitive” use. However lorries have been stored on the site so there is the potential for release of oils etc., and it is understood that there are some former pond/lakes in the area which no longer appear to exist. There is the potential for these to have been back filled with potentially contaminating material, and therefore in the interests of proper planning of the site a thorough site investigation is considered necessary. This will establish what is on the site at the present time and any mitigation measures necessary together with possible future management of the site.

E Highway Safety This is an important issue and local residents, the Parish Council and the Highway Authority have raised concerns about the safety of the junction at Long Dolver Drove and Hasse Fen. A further concern is that access to the site involves travelling along about 90m of single track lane (Long Dolver Drove) and there is insufficient carriageway width for large long vehicles to turn in / out of the site without damaging the verge.

It is the case that whilst the number of vehicles stored on the site could be controlled, the Local Planning Authority could not control the frequency and intensity of use and whilst the hardening of the central verge is desirable, it would not overcome a fundamental problem at the junction, namely that there is inadequate visibility from Long Dover Drove looking southwest along Hasse Road.

- **F The size of the site** should have regard to the accommodation needs and functional requirements and other factors set out above and should be broadly in scale with the size of the nearest local community. The scale of the proposal is not disproportionate to the size of the nearest settlement and the availability of community facilities and infrastructure. Whilst part of the justification for the development put forward by the Agent is the size of the existing site and the needs of the growing family, it is understood there is no intention to use the site for residential accommodation. The adjacent site has consent for winter quarters which includes residential accommodation.

It is the functional need of the family for more storage space which drives the application. PPTS guidance/definitions make it clear that space needs to be incorporated within a plot for showmen for the storage of equipment. There is no given limit on the size of a plot. “Equipment” will encompass vehicles, trailers, and rides. Given that there is no limit on the number of pieces of equipment that a showperson can operate, it is open to question whether the addition of 8 lorries would constitute a significant extra visual impact.

Should Members be minded to accept that there is no material difference in the visual and physical impact of the proposed use and that of showground equipment, then a suitable condition could be attached which restricts the use of the site to storage only. Furthermore as the proposal would meet the specific needs of this family it is suggested that a personal condition, restricting the use of the site to the Thurston family, should be attached to any consent granted. This does not prevent the site being used by other travelling showpeople in the future, but an application to vary this condition would be needed, and assessed in the light of any proposed changes to the use.

From the figures supplied by the Agent there is a deficit of storage space for some 8 vehicles. The site measures some 0.25ha which is considered to be ample space for this amount of vehicles/large equipment. PPTS guidance outlines that in determining planning applications for such a site, local planning authorities should consider how they could overcome planning objections to particular proposal using planning conditions or planning obligations, to limit parts of the site for any business operations. Should Members be minded to grant planning consent for the storage of vehicles on this site, it would be appropriate to limit the number of vehicles on the site and your Officers are of the opinion that this should be a maximum of 8 vehicles at any time. Limiting the number of vehicles on the site to a specific number would also enable effective monitoring and reduce the need to identify which vehicles are showground vehicles and which are being sold-on.

G Impact on the amenity of nearby residents The impact of the proposal on the amenities of local residents in Hasse Fen and Long Dolver Drove will be the noise generated from vehicles entering and leaving the site and the condition of the highway. It is also important that there should be no maintenance of vehicles carried out on this land which should be secured by condition

H Availability and deliverability of sites. Essential services (water, electricity and foul drainage) are available on site or can be made available. The application site is owned and used by the applicant, and is available. There is no requirement for water, electricity and foul drainage to be provided as the site is for a storage use.

It is the case that the Thurston family has resided for over 25 years on the adjacent site. The LPA are satisfied that the applicant is a member of the Thurston family and meets the definition of travelling showpeople.

The previous application for lorry storage on the site, which involved a higher number of vehicles, was refused on the basis that the business did not constitute a business that was related to a showman's yard. Since that time the applicant has found an alternative site for storing lorries and the number of lorries which are stored on the site has been reduced. Policy EC2 of the Core Strategy permits the extension to existing business in the countryside provided certain criteria are met which includes:

- The proposal does not harm the character and appearance of any existing buildings or the locality,
- The proposal is in scale with the location, particularly in relation to the amount and nature of traffic generated and
- Any intensification of use will not detract from residential amenity and
- Full justification for the proposal is submitted with a planning application.

A further consideration to put in the balance is whether or not the current proposal constitutes part of the overall business of a showman, and if this is the case, whether or not the site complies with the criteria in adopted policy for extensions to existing businesses in the countryside.

CONCLUSION

The adjacent site has had consent for use as a showman's winter quarters for over 25 years. The applicant and family run a successful business, attend the local schools and are a part of the local community. The applicants have a functional need to expand the site. Officers have been monitoring the use of the site and have been successful in reducing the number of lorries stored on the site. Officers are of the view that there would be no material difference between the storage of showman's vehicles and the proposed use to store lorries. Provided the use of the site is strictly controlled, and the numbers of vehicles controlled, it would be acceptable to extend the yard onto the adjacent site. Subject to appropriate conditions relating to landscaping, contamination drainage, and access there would be no detrimental impacts or demonstrable harm to either the residential amenity of adjoining occupiers or on the open countryside.

However Highway Safety is a material consideration. The narrowness of Long Dolver Drove, the impact of the increase in number of vehicles on the highway verges and the poor visibility at the junction of Long Dolver Drove with Hasse Road, remain an outstanding issue. The Highway Authority is a statutory consultee; and as such, their objection holds considerable weight.

9.0 RECOMMENDATION

- 1 Access to the site is via a 90m single-track lane where there is insufficient carriageway width for large long vehicles to turn in/out of the site without damaging the verge. Visibility to and from the southwest at the junction of Long Dolver Drove with Hasse Road is less than the amount recommended. The proposal would therefore be contrary to Policy S6 – Transport Impact of the East Cambridgeshire Core Strategy 2009, which aims to ensure that development shall be capable of accommodating the type of traffic generated without detriment to the local highway network and the amenity, character or appearance of the locality.

APPENDICES

None

<u>Background Documents</u>	<u>Location(s)</u>	<u>Contact Officer(s)</u>
Case File	Ann Caffall Room No. 011 The Grange Ely	Ann Caffall Senior Planning Officer 01353 665555 ann.caffall@eastcambs.gov.uk