

# DEVELOPMENT MANAGEMENT COMMITTEE 18<sup>th</sup> JULY 2022

**Case No:** 20/00923/REM (APPROVAL OF RESERVED MATTERS)

**Proposal:** RESERVED MATTERS APPLICATION FOR 25 DWELLINGS FOR ACCESS, APPEARANCE, LANDSCAPING, LAYOUT AND SCALE PURSUANT TO OUTLINE PLANNING PERMISSION 17/00101/OUT

**Location:** D J C PRODUCE PINGLE BANK, HOLME. PE7 3PJ

**Applicant:** DAVID NJC & SONS FARMS

**Grid Ref:** 519415 287475

**Date of Registration:** 27.05.2020

**Parish:** HOLME

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## RECOMMENDATION - APPROVE

This application is referred to the Development Management Committee (DMC) in accordance with the Scheme of Delegation as Holme Parish Council's recommendation of refusal is contrary to the officer recommendation of approval. The application has also been called in by the Local Member Cllr Alban.

### 1. DESCRIPTION OF SITE AND APPLICATION

- 1.1 The application site consists of a wide-span building (use class B8) and large areas of hardstanding, used by an existing business packing fresh produce, located on the southern edge of the settlement of Holme.
- 1.2 The site is located on the western side of Pingle Bank at the far southern edge of the village of Holme, immediately to the south of Nos.4 and 6 Pingle Bank and No.4A Station Road. The site extends to 0.998ha and is occupied by two large warehouse buildings and abuts the open countryside to the south and west. There is limited existing landscaping on the site, as a result the existing warehouse buildings form prominent structures from views looking north along Pingle Bank.
- 1.3 The area of hardstanding associated with the current use abuts the highway and as such access to the site is along the site frontage.

- 1.4 To the south, east and west of the application site there are agricultural fields. The site is an area of low risk of flooding, within flood zone 1.
- 1.5 This application comprises the submission of reserved matters comprising the details of access, appearance, layout, landscaping and scale for the development of 25 residential dwellings, 40% (equates to 10 dwellings) of which are intended to form affordable units. Vehicular access is to be provided from two new vehicular access points from Pingle Bank.
- 1.6 This reserved matters application is made pursuant to Outline Planning Permission (OPP) reference 17/00101/OUT which granted outline planning permission for 25 residential dwellings following demolition of the existing packing station subject to conditions and a planning obligation which requires a minimum delivery of affordable housing of 40% of the units consented, and includes Green Space, wheeled bin provision and footpath Links (footpath improvements scheme).
- 1.7 The OPP is subject to a number of conditional requirements. Some of the conditions necessitate the provision of specific information which has been provided to accompany this reserved matters submission in regards to conditions 1 (Reserved Matters), 7 (Scheme for the provision of a footpath link and crossing - in accordance with the s106), 8 (existing and proposed levels).
- 1.8 Details have been agreed prior to the reserved matters submission in accordance with condition 6 (Phase 1 Ecology Report) of the OPP. These details have been agreed by application reference 20/80143/COND on 6.8.2020. The submission part of this condition has been discharged and it remains for the development to be carried out in accordance with the approved details.
- 1.9 During the course of the application, amended plans and documents have been submitted addressing requirements raised by HDC's Urban Design and HDC's Landscape officer. The first public consultation period ran from 08.07.2020 to 29.07.2020, and a further period of re-consultation has been undertaken with consultees, neighbours, Parish Council and contributors which ran from 26.04.2022 to 27.04.2022.
- 1.10 Site Notices were displayed at the site on 09.07.2020 and 25.04.22.
- 1.11 The application is accompanied by the following reports and documents:
  - Affordable Housing Schedule (Received 6<sup>th</sup> April 2022)
  - Landscape Specification (Received 25 May 2021)

- Ecology Update letter and Plan
- Proposed drawings and elevations including existing and proposed land levels
- Design and Access Statement (Received 7<sup>th</sup> May 2021)
- Site Location Plan and Block Plans 10/07/B1 Rev.B
- Detailed House Type Drawings and elevations
- Highway Improvement Plans 10/07/F1 & 10/07/F2

## 2. NATIONAL GUIDANCE

- 2.1 The National Planning Policy Framework (20th July 2021) (NPPF 2021) sets out the three objectives - economic, social and environmental - of the planning system to contribute to the achievement of sustainable development. The NPPF 2021 at paragraph 10 provides as follows: 'So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11).'
- 2.2 The NPPF 2021 sets out the Government's planning policies for (amongst other things):
- delivering a sufficient supply of homes;
  - building a strong, competitive economy;
  - achieving well-designed, beautiful and safe places;
  - conserving and enhancing the natural, built and historic environment.
- 2.3 The National Design Guide (2019):
- C1 - Understand and relate well to the site, its local and wider context
  - C2 - Value heritage, local history and culture
  - I1 - Respond to existing local character and identity
  - I2 - Well-designed, high quality and attractive
  - I3 - Create character and identity
  - B2 - Appropriate building types and forms
  - M3 - Well-considered parking, servicing and utilities infrastructure for all users
  - N3 - Support rich and varied biodiversity
  - H1 - Healthy, comfortable and safe internal and external environment
  - H2 - Well-related to external amenity and public spaces
  - H3 - Attention to detail: storage, waste, servicing and utilities
- 2.4 National Planning Practice Guidance and the National Design Guide 2019 are also relevant and are material considerations.

For full details visit the government website [National Guidance](#)

### 3. PLANNING POLICIES

#### 3.1 Huntingdonshire's Local Plan to 2036 (Adopted 15th May 2019):

- LP1 Amount of development
- LP2 Strategy for Development
- LP3 Green Infrastructure
- LP4 Contributing to Infrastructure Delivery
- LP5 Flood Risk
- LP6 Waste Water Management
- LP9 Small Settlements
- LP10 The Countryside
- LP11 Design Context
- LP12 Design Implementation
- LP13 Place Making
- LP14 Amenity
- LP15 Surface Water
- LP16 Sustainable Travel
- LP17 Parking Provision and Vehicle Movement
- LP24 Affordable Housing Provision
- LP25 Housing Mix
- LP29 Health Impact Assessment
- LP30 Biodiversity and Geodiversity
- LP31 Trees, Woodland, Hedges and Hedgerows
- LP34 Heritage Assets and their Settings
- LP39 Ground Contamination and Groundwater Pollution

#### 3.2 Supplementary Planning Documents (SPD) and Guidance:

- Huntingdonshire Design Guide SPD (2017), including:
  - 1.0 Introduction:
  - 1.6 Design principles
  - 2.1 Context and local distinctiveness
  - 2.5 Landscape character areas
  - 2.7 Architectural character
  - 3.5 Parking/ servicing
  - 3.6 Landscape and Public Realm
  - 3.7 Building Form
  - 3.8 Building Detailing
  - 4.1 Implementation
- Cambridgeshire Flood and Water SPD - Adopted 2017
- Developer Contributions SPD - Adopted 2011 (Costs updated annually)
- Huntingdonshire Landscape and Townscape Assessment - Adopted 2022
- RECAP CCC Waste Management Design Guide (CCC SPD) 2012
- Huntingdonshire Tree Guidance Note 3
- Annual Monitoring Report - Part 1 (Housing)

Local For full details visit the government website [Local policies](#)

## 4. PLANNING HISTORY

The key planning applications relevant to this application are:

- 4.1 17/00101/OUT - Proposed residential development of up to 25 dwellings following demolition of existing packing station - Approved 03.05.2019.
- 4.2 20/80143/COND - Conditional Information for 17/00101/OUT: C6 (Phase 1 Ecology Report) - Approved 06.08.2020.

## 5. CONSULTATIONS

- 5.1 Holme Parish Council recommends refusal of the application and made the following objections summarised below (Full copies attached):

\*Highway safety issues for pedestrians and vehicles, lack of parking and reduction in width of Pingle Bank making it unsafe and too narrow for larger vehicles, waste collection, farm traffic, fire appliances. The Parish Council also recommended a zebra crossing should be installed and it should be lit.

\*Design of the development is uninspiring and there is inadequate spacing of homes, nowhere to store bins and cycles.

\*The open space is not appropriate for 25 homes.

\*Poor landscape screening which is sparse and should be revisited.

Updated comments received 29.06.2022 in regards to the revised Footpath/Highway works (full comments attached):

\* Raised previous objections regarding the proposed width of the road and footpath, stating contrary to Huntingdonshire Design Guidance.

\* Suggested an alternative route be considered for the footpath going behind Station Road via the Old Coal Yard.

\* Loss of roadside parking along the east side of Pingle Bank, resulting in residents parking on the remaining road creating a further reduction in the width and highway safety issues, access issues for emergency vehicles, farm vehicles and making turning out of driveways more difficult.

\*Agreed the pedestrian crossing point over Station Road is much better and broadly acceptable. Requested that the crossing is upgraded to a controlled crossing to make it safe for pedestrians. Stated a Puffin or belisha controlled/marked crossing is required here.

\*Required advance signage to alert drivers from the level crossing direction.

\*Raised concerns with the pedestrian crossing point over Pingle Bank, require hedge to be regularly cut to ensure visibility maintained secured by condition. Agreed positioning is acceptable, but the crossing should be clearly marked.

- 5.2 Councillor Tim Alban (District Councillor for Stilton, Folksworth & Washingley Ward) - Objects and raised concerns summarised as the following:  
\* Highway safety issues with the reduction in parking for existing residents, dangerous positioning of the junction crossing on a busy road, recommends alternative footpath and crossing proposals are submitted.  
\*Updated comments received 27.06.2022 on the revised highway works - Objects to the proposals, repeated previous concerns.
- 5.3 Cambridgeshire County Councillor Simon Bywater (Sawtry and Stilton Division) - objects to the proposals summarised as the following:  
Highway safety issues with the proposed new footpath and crossings.  
\* Updated comments received 28.06.2022 - Previous objections remain.
- 5.4 05.07.2022: Cambridgeshire County Council Local Highway Authority (LHA) – Commented (following receipt of amended highway plans June 2022):

Notes that internal the layout does not currently represent a design that would be considered for adoption but a condition requiring a management plan that includes neighbour parking which could resolve any amenity issue related to the removal of the existing layby would be acceptable

The access roads where they meet Pingle Bank are of a sufficient width to cater for the new dwellings and the vehicle-to-vehicle splays indicated are suitable given the posted speed of the Pingle Bank.

Regarding the revised highway improvement plans;  
“The proposal accords with the principle of the Outline consent, where the relative impact of vehicles for the existing (B8 Storage and Distribution) and the proposed (Residential) development was considered and accepted.

“The works proposed to Pingle Bank now indicate an improvement to the existing highway which equal to or better than existing road widths in accordance with criteria within Manual for Streets (1&2) for the movement of two-way traffic flows.

“The proposal includes a 1.8m wide standard footway which is suitable to cater for the existing and proposed development for the number of pedestrians likely to use it, and provides a significant improvement over the existing scenario. This infrastructure will serve to link the proposed development and the

existing dwellings to the existing pedestrian network adjacent Station Road.

“The proposed pedestrian crossing points located on Pingle Bank have visibility of 43m in accordance with the posted speed of the road (30mph); further, whilst some splays are indicated as 43m, the available visibility is in far in excess of that required.

“The junction of Pingle Bank and Station Road is located on a bend where vehicle speeds are highly unlikely to be higher than the posted speed limits. Accordingly, inter-visibility between vehicles and drivers is satisfactory to enable pedestrians to cross in a safe manner.

“Crossing points indicated are not controlled crossing points but are suitable for the nature of the highway and numbers of pedestrians likely to use them. It would not be reasonable to request anything over that proposed and, therefore, doing so would fail the tests in planning terms. It would therefore not be possible to defend at any subsequent appeal.”

Requests conditions relating to future management and maintenance of unadopted streets; Roads built to binder course level prior to occupation; minimum access widths; access constructed to CCC specification; parking provide prior to occupation; visibility splays secured prior to first occupation; temporary facilities stored clear of the highway, access drainage to be agreed; wheel washing facilities to be provided; off-site highway works to be provided prior to first occupation.

- 5.5 Cambridgeshire Constabulary - No objections subject to securing details of external lighting by condition.
- 5.6 Water & Planning Manager, Community Fire Safety Group - No objections subject to securing details for the provision of fire hydrants by condition.
- 5.7 Cambridgeshire County Council, Lead Local Flood Authority - No objections.
- 5.8 Environment Agency – Wishes to make no comment further to the outline application and the associated Flood Risk Assessment.
- 5.9 Huntingdonshire District Council's (HDC's), Trees & Landscapes - No objections subject to conditions
- 5.10 HDC's Policy and Enabling Officer (Affordable Housing) - No objections.
- 5.11 HDC's Urban Design - No objections subject to conditions

- 5.12 HDC's Open Spaces - No objections, commented " the green space has not changed therefore I have no further comments to make". Previous comments on the space were - Based on 25 dwellings of unknown size properties, this development requires in the region of 1100m<sup>2</sup> of POS including 450m<sup>2</sup> of continuous green space where children can play. No objections.

## **6. REPRESENTATIONS**

- 6.1 A total of 39 consultation letters were sent. Representations have been received from 18 properties (some on multiple occasions) objecting to the proposals. The comments are summarised below and available on public access:

- Impacts on bats - no bat boxes provided.
- Highway safety for vehicles and pedestrians identified and loss of parking along Pingle Bank.
- Lack of information in regards to the telegraph pole - will it be moved?
- No details provided of dropped kerbs for existing accesses
- Narrowing of Pingle Bank will cause further issues with access for emergency vehicles and will encourage vehicles to park on the footpath.
- Additional congestion from the increase in vehicles especially when the railway crossing is down vehicles back up along Station Road.
- Noise impacts from the airfield, no mitigation for existing or proposed occupiers.
- Lack of parking within the development.
- Concerns over further damage to the highway.
- Impacts on residential amenity with loss of privacy from overlooking.
- Lack of street lighting.
- Poor design of dwellings out of character with the rest of the village.

- 6.2 The above representations are a summary of the comments that have been received and are addressed within the report. Full details of the representations can be inspected via the comments section on the public access application file.

## **7. ASSESSMENT**

- 7.1 When determining planning applications, it is necessary to establish what weight should be given to each plan's policies in order to come to a decision. The following legislation, government policy and guidance outline how this should be done.



- 7.2 As set out within the Planning and Compulsory Purchase Act 2004 (section 38(6)) and the Town and Country Planning Act 1990 (section 70(2)) in dealing with planning applications the Local Planning Authority shall have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations. This is reiterated within paragraph 47 of the NPPF (2018). The development plan is defined in section 38(3)(b) of the 2004 Act as "the development plan documents (taken as a whole) that have been adopted or approved in that area".
- 7.3 In Huntingdonshire the Development Plan consists of:
- Huntingdonshire's Local Plan to 2036 (2019)
  - Cambridgeshire & Peterborough Minerals and Waste Local Plan (2021)
  - St Neots Neighbourhood Plan 2014-2029
  - Godmanchester Neighbourhood Plan (2017)
  - Houghton and Wyton Neighbourhood Plan (2018)
  - Huntingdon Neighbourhood Plan (2019)
  - Bury Village Neighbourhood Plan 2019 - 2036 (2021)
  - Buckden Neighbourhood Development Plan 2020 - 2036 (2021)
  - Grafham and Ellington Neighbourhood Plan (2022)
- 7.4 The statutory term 'material considerations' has been broadly construed to include any consideration relevant in the circumstances which bears on the use or development of land: *Cala Homes (South) Ltd v Secretary of State for Communities and Local Government & Anor* [2011] EWHC 97 (Admin); [2011] 1 P. & C.R. 22, per Lindblom J. Whilst accepting that the NPPF does not change the statutory status of the Development Plan, para 2 confirms that it is a material consideration and significant weight is given to this in determining applications.
- 7.5 The main issues to consider in assessing this application are whether there is any conflict with Development Plan policies. If there is any conflict, whether the application can be considered to be in accordance with the Development Plan when taken as a whole. If the application is not in accordance with the Development Plan, whether there are any material considerations, including emerging policies in the Local Plan to 2036 and the NPPF, which indicate that planning permission should be granted. With this in mind the report addresses the principal, important and controversial issues which are in this case:
- The Principle of the Development
  - The Impact upon the Character and Appearance of the area (Access, Appearance, Landscaping, Layout and Scale)
  - Housing Mix and Affordable Housing
  - Impact upon Residential Amenity

- Biodiversity and Trees
- Highway safety, Car and Cycle Parking
- Other Matters

### **The Principle of the Development**

- 7.6 The principle of residential development at the site has already been established through the granting of outline permission 17/00101/OUT which granted planning permission for 25 residential dwellings in this location. This application for reserved matters pursuant to the outline application seeks approval for the Access, Appearance, Landscaping, Layout and Scale of the development.
- 7.7 The principle of the development has therefore been established and the proposal is considered to be acceptable in principle.

### **Impact upon Character and Appearance of the Area - (Access, Appearance, Layout, Scale and Landscaping)**

- 7.8 The site located to the southeast of the village on the western side of Pingle Bank and is currently occupied by two buildings associated with a former packing business, the remainder of the site is used for open pallet storage and access. Existing residential development exists to the north of the site with Pingle Bank to the east, the remaining two boundaries to the south and west are open in character and abut neighbouring agricultural fields.
- 7.9 The immediate locality of the site is characterised by the existing two storey semi-detached dwellings with parking to the side or in front gardens off of the highway. The dwellings are finished in a mixture of materials of red or cream brick as well as cream render with pan tiled roofs.
- 7.10 Policy LP11 of the Local Plan to 2036 requires development to respond positively to its context. Policy LP12 requires new development to contribute positively to the area's character and identity and to successfully integrate with adjoining buildings.
- 7.11 Paragraph 130 of the NPPF 2021 states that planning policies and decisions should ensure that developments:
- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
  - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
  - c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

7.12 Paragraph 41 of the National Design Guide 2019 states that development should respond positively to the features of the site itself and the surrounding context, including layout, form, scale, appearance and local character.

### **Access**

7.13 Access is defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015 as "the means of accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network".

7.14 The site is 0.998ha in size and there is open access to the site which extends the full length of the site. Parking for the dwellings of Pingle Bank is provided off road within the curtilage of the dwellings either to the side or in front, with unrestricted parking along Pingle Bank which is regularly used by residents and visitors.

7.15 The proposals seek to introduce two formal vehicular accesses to serve the dwellings from Pingle Bank with a number of new footpath improvements which will remove space for the existing on road parking that occurs currently by the creation of the footpath and crossings as well as removal of the grass verge in part along Station Road to create new footpaths and crossing points.

7.16 The installation of the footpath and crossings has been secured by the s106 attached to the Outline permission and condition 7 of the outline permission requires details of the footpath link and crossing to be assessed as part of this REM application. Following several revisions to the details submitted the improvements are considered to be acceptable in principle. The highway safety aspects of this part of the proposals are further discussed in following paragraphs.

- 7.17 Access to each dwelling is via driveways and these are considered to be acceptable in respect of width, depth and surfacing.
- 7.18 Details of cycle parking have not been provided, these should be covered and secure and sized to accommodate 1 bicycle per bedroom to accord with Local Plan Policy LP17. These details can be reasonably secured by a planning condition.
- 7.19 The Local Highways Authority has assessed the access and associated infrastructure proposals and has concluded they meet with technical standards, advising that the access roads where they meet Pingle Bank are of a sufficient width to cater for the new dwellings and the vehicle-to-vehicle splays indicated are suitable given the posted speed of the Pingle Bank and that the proposed works to Pingle Bank indicate an improvement to existing highway width equal to or better than existing road widths.
- 7.20 In summary, the access proposals are appropriate for the nature and scale of the development and will provide safe and effective access for future occupiers in accordance with Local Plan policy LP16.

### **Appearance**

- 7.21 Appearance is defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015 as "the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture".
- 7.22 In terms of the detailed design of the scheme, HDC's Urban Design team has assessed the proposal and provided detailed suggestions which the applicant accepted and has subsequently amended the overall proposal, to result in a design that the officers are generally satisfied with.
- 7.23 The proposed dwellings have simple detailing with soldier course window heads at ground floor, pitched roof canopies and chimneys to reflect the similar simple detailing of existing dwellings to the north as well as Flat roof porch canopies which are considered to reflect the arrangement of some of the adjacent dwellings along Pingle Bank.
- 7.24 The submitted plans identify the proposed materials palette and the distribution of materials across the site and is considered to be acceptable in principle. Specific details of finishing materials for all buildings can be secured by condition as well as details of the colour and location of flues/extracts/vents and meter boxes

and architectural details in accordance with Policy LP12 and LP12 of the Local Plan.

- 7.25 Notwithstanding the above, the overall design of the proposals is considered to make a positive visual contribution to the character of Holme and are considered to be acceptable in this regard meeting the aims and objectives of Policies LP11 and LP12 of the Local Plan to 2036. Whilst it is noted that some objections have been received regarding the development conflicting with the character of the area, it is considered that this particular area doesn't confirm to any strict character, featuring a mixture of frontage and backland developments. In this regard, Officers consider that the development would not directly conflict in character terms.

### **Layout**

- 7.26 Layout is defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015 as "the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development".
- 7.27 The site layout plan submitted broadly follows the site layout principles established on the illustrative Block Plan submitted with the outline application in terms of a shared surface loop road. Units fronting Pingle Bank to the east are to correspond with the established building line of units to the north. Dwellings backing onto the northern boundary with gardens abutting rear garden boundaries of Nos. 4a, 6 and 6a Pingle Bank. The southern and western boundaries comprise outward facing dwellings and a perimeter block within the centre of the site with units arranged back-to-back to secure rear gardens.
- 7.28 The proposed site layout has been amended to incorporate revisions requested by HDC Urban Design and Landscapes officers and is considered to respond broadly to the adjacent residential development. The shared surface loop road has been increased to 5.5m with 0.5m service strips either side and is supported in design terms and will connect to the two access points and associated footpath to provide appropriate connectivity.
- 7.29 In respect of the density of development, the proposals are not regarded as over intensive development, representing a relatively low density of development.
- 7.30 The NPPF seeks to encourage higher densities of development, it is also noted that the NPPF advises that it depends on the appropriateness of achieving high densities on a site-by-site basis. Site specific constraints are taken into account through the overall layout of the site. In this respect, given the sites

landscape sensitivity due to its location (next to the open countryside) alongside requirements for open space, a higher density of development would not be suitable. The lower density has allowed for the provision of good levels of open space and the opportunity for effective boundary treatments and landscape buffering, particularly upon the sensitive southern and western edge of the site. This is consistent with the density transition as set out on page 39 of the Huntingdonshire Design Guide page 2017.

- 7.31 Vehicular access is to be provided from two new vehicular access points from Pingle Bank with new footpath connections which will provide connectivity to the existing development.
- 7.32 The proposed layout facilitates pedestrian and cycle movements and structural landscaping with single drives measuring 3m wide each and the majority of properties include a footpath to the side, to allow bins and bikes to be manoeuvred past parked cars and to allow both driver and passenger doors to be opened fully. All of the drives measure a minimum 10m depth to accommodate tandem parking for larger family vehicles.
- 7.33 Officers are satisfied that the 5.5m shared surface would allow occasional on street visitor parking to be accommodated in front of the proposed dwellings.
- 7.34 Open Space - The OPP required in the region of 1180sqm of informal green space, the proposals are considered to meet this requirement and are in accordance with the Developer Contributions SPD and page 105 of the HDC Design Guide SPD 2017.
- 7.35 The layout of the development is considered to respond to the constraints and opportunities that the site presents and is considered to be acceptable meeting the aims and objectives of Policies LP11 and LP12.

### **Scale**

- 7.36 Scale is defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015 as "the height, width and length of each building proposed within the development in relation to its surroundings".
- 7.37 The development comprises two storey dwellings which is considered to be in keeping with the surrounding form of development and would not result in harm to the character of the area.

### **Landscaping**

- 7.38 Landscaping is defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015 as

"the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes: (a) screening by fences, walls or other means; (b) the planting of trees, hedges, shrubs or grass; (c) the formation of banks, terraces or other earthworks; (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and (e) the provision of other amenity features".

7.39 The application is supported by a Landscaping scheme, including details of planting proposed and existing planting to be retained as well as proposed boundary treatments, and hard surface treatments. The landscape proposals are considered to integrate the development well with its surroundings, whilst also providing a clear definition between the public and private spaces within the site. Front gardens are defined by shrub planting with some tree planting in some verges and street corners and between parking spaces.

7.40 The proposals have been fully assessed in consultation with HDC's Landscape and Open Space Officers, who are generally supportive of the proposals, subject to further details as follows;

- Additional low level shrub planting needed between open space and visitor parking spots, to ensure that the open space is not used for ad hoc parking.
- Additional planting required to the western boundary of plot 14 to soften the appearance of the wall and car parking to the open space
- Additional groups of trees required to prevent parking on verges.
- All public facing garden boundaries should be of brick wall construct with their appearance softened by planting (hedge, wall shrubs and/or climbers) This applies to the garden boundaries of plots 1, 4, 5, 14, 15 and 17.
- Confirmation of the management and maintenance arrangements for the above

The above elements can be reasonably secured by a condition attached to the decision notice.

7.41 In conclusion, the proposed details are considered to be in accordance with the design principles established at OPP stage and it is deemed that the proposal will not have a significant or demonstrable adverse impact upon the character and appearance of the area, in accordance with the aims and objectives of Paragraph 130 of the NPPF (2021), Policies LP11, LP12 of Huntingdonshire's Local Plan to 2036, Paragraph 41 of the National Design Guide 2019 and the Huntingdonshire District Design Guide 2017.

## Housing Mix and Affordable Housing

- 7.42 Policy LP24 of the Local Plan to 2036 requires a proposal which includes housing development to provide a range of affordable housing types, sizes and tenures. These should be appropriate to meet the requirements of the local community taking into account the latest evidence from the Housing Register, the Cambridge sub-region Strategic Housing Market Assessment and other local sources.
- 7.43 Policy LP25 of the Local Plan to 2036 outlines that a proposal for major scale development that includes housing will be supported where it provides a mix of sizes, types and tenures that help achieve sustainable, inclusive and mixed communities.
- 7.44 The Cambridge sub-region Strategic Housing Market Assessment (SHMA) (2013) provides guidance on the mix of housing required for Huntingdonshire up to 2031. This gives broad ranges reflecting the variety of properties within each bedroom category. This indicates a requirement for the following mix: up to 4% 1-bedroom homes, 16-42% 2 bedroom homes, 26-60% 3 bedroom homes and up to 30% 4 or more bedroom homes.
- 7.45 The associated S106 requires the proposed development to provide at least 40% of the 25 dwellings to be affordable. The proposals meet this requirement in that 10 of the dwellings will be affordable housing and 3 of which will be shared ownership, making a valuable contribution to the affordable housing needs of the district.
- 7.46 The mix and size of dwellings have been informed by the local needs evidence, the requirements of Policy LP25 and following discussions with the Council's Policy and Enabling Officer (Affordable Housing).
- 7.47 The mix of housing is as follows:

<b>Affordable rent (7 dwellings)</b>		
Size	Number	Plots
2 Bed	4	7, 8, 9,10
3 Bed	2	22, 23
4 Bed	1	15
<b>Shared Ownership (3 dwellings)</b>		
Size	Number	Plots
2 Bed	1	4
3 Bed	2	24, 25
<b>Open Market (15 dwellings)</b>		
Size	Number	Plots



2 Bed	5	3,11,12,13,14
3 Bed	8	1,2,5,6,18,19,20,21
4 Bed	2	16,17

- 7.48 The requirements within policy LP25 of Huntingdonshire's Local Plan to 2036 relating to accessible and adaptable homes are applicable to all new dwellings. This states that all dwellings should meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'. These include design features that enable mainstream housing to be flexible enough to meet the current and future needs of most households, including in particular older people and those with some disabilities, and also families with young children.
- 7.49 Officers consider the quantum of affordable homes, tenure and mix meets the aims of the SPD and Policy LP24 of Huntingdonshire's Local Plan to 2036. The mix proposed in this scheme complies with the mix sought for Huntingdonshire in the Cambridge Sub-Regional SHMA and will help to achieve a sustainable, inclusive and mixed community in this locality.
- 7.50 Overall, it is considered that the proposed scheme accords with the Housing Needs of Specific Groups (October 2021) and the recommendations for Huntingdonshire contained within the Cambridgeshire sub-region Strategic Housing Market Assessment (2013). The proposal is therefore considered to accord with Policies LP24 and LP25 of the Local Plan to 2036.

### **Residential Amenity**

- 7.51 Policy LP14 of the Local Plan to 2036 states a proposal will be supported where a high standard of amenity is provided for all users and occupiers of the proposed development and maintained for users and occupiers of neighbouring land and buildings.
- 7.52 Paragraph 130 (f) of the NPPF 2021 states that decisions should ensure that developments should create places with a high standard of amenity for existing and future users.
- 7.53 Officers have fully assessed the impact of the development with regards to amenity, noise and air quality impacts, including matters of overlooking, overshadowing, overbearing impact and loss of privacy relating to existing residents.

### **Amenity Impacts**

- 7.54 As mentioned earlier in this report, the detailed layout showing the plot orientations demonstrates a scheme at a low density. The proposal also includes a large area of open space as shown on the submitted plans.

- 7.55 In detail the northern extent of the site borders onto the rear gardens of a number of dwellings on Pingle Bank in particular numbers 4a, 6 and 6a Pingle Bank. The back to back distances (rear elevations to rear elevations) achieved would be between Plots 8-14 to No. 4a is approximately 37m, to No. 6a is approximately 64.1m and to No. 6 is approximately 76m.
- 7.56 It is considered that given the scale and orientation of the proposed residential units, as well as the existing and proposed boundary treatments and landscaping between the proposed dwellings and the neighbouring properties, the proposals would not lead to any significant impacts in regards to overlooking or overshadowing impacts. Given the density of the site and the positioning of the proposed residential units, it is not likely that the development will have an unduly overbearing detrimental impact upon the residential amenity of existing neighbouring occupiers and the proposed new occupiers would have sufficient private amenity space in the form of private rear gardens for the dwellings.
- 7.57 No details of external lighting have been provided. These details can be reasonably secured by a planning condition.

### **Noise Impacts**

- 7.58 It is acknowledged that there will be some noise impacts during the construction phases of the development and as such a Construction Environmental Management Plan is required to be submitted, this is recommended to be secured by a condition in accordance with policy LP14 of the Local Plan.
- 7.59 It is also noted that local concerns have been raised in regards to the location and the proximity of the airfield, including those by the airfield operators themselves, Aerolease Ltd. Whilst the Environmental Health team haven't formally responded to this latest application, they did consider noise impacts under the Outline application and concluded that they did 'not have any concerns over noise (or air quality) in this instance' (see comments under outline dated 15 August 2017).
- 7.60 The Civil Aviation Authority would ultimately look into any issues around noise emanating from the airfield operations and may review flight paths etc. in order to alleviate adverse impacts. Given the existence of dwellings in the immediate vicinity, it is assumed that noise issues are not currently prevalent or are being managed appropriately. That the proposed dwellings would be c.70m closer to the airfield than existing properties adjacent is not significant in terms of noise impacts.
- 7.61 Notwithstanding this, it is expected that under modern housing design standards, fenestration would likely be double glazed which would form some defence. It is also noted that dwellings

facing the southern, western and eastern boundaries have rearward gardens and therefore the dwellings themselves will provide some noise defence to their associated rear gardens, albeit only where that noise emanates at ground level and not from any overhead flights.

- 7.62 In summary, the proposal would accord with the NPPF, Policy LP14 of Huntingdonshire's Local Plan to 2036 and the Huntingdonshire Design Guide 2017 in respect of residential amenity protection.

### **Biodiversity and Trees**

- 7.63 Policy LP30 of the Local Plan to 2036 states that a proposal will be required to ensure that no net loss in biodiversity and provide a net gain where possible, through planned retention, enhancement and creation of habitats and wildlife features, appropriate to the scale, type and location of development. Policy LP31 states that proposals are required to demonstrate that the potential for adverse impacts on trees, woodland, hedges and hedgerows has been investigated.
- 7.64 The proposals seek to remove the existing planting to the northern boundary to the site which comprises some conifer and native hedging. The proposals will create additional planting within the landscape buffer and open space to the south and west which containing native species of planting will soften the development. The application is supported by a landscape specification document by Skilled Ecology dated 18 May 2021.
- 7.65 The measures contained within the landscape specifications PEA at outline stage. Officers are content that the proposed layout and landscaping details would result in no net loss in biodiversity and a net gain could be achieved.
- 7.66 The proposal is therefore considered to accord with the NPPF, and policies LP30 and LP31 of the Huntingdonshire's Local Plan to 2036 in respect of biodiversity and the impact on trees, subject to the imposition of conditions.

### **Highway safety, Car and Cycle Parking**

- 7.67 The layout is detailed as a standard conventional layout with shared surface elements, both of which are in line with nationally accepted practices and are in accordance with the principles set out in Manual for Streets 1 and 2. The proposal also accords with Ministerial advice which states that shared space schemes are acceptable where 'traffic volume and speeds will be low, such as within small housing schemes, or those parts of a larger schemes designed as mews or cul-de-sacs.'
- 7.68 Car parking is proposed by way of on plot car parking to the side of dwellings. Two car parking spaces of proposed per dwelling

and some visitor parking can be achieved within the internal loop road. Secure and covered cycle parking is to be provided in accordance with the requirements of the Huntingdonshire Design Guide (2017). Secure cycle storage can be secured by a condition attached to the decision notice.

- 7.69 The road layout submitted broadly follows the site layout principles established on the illustrative Block Plan submitted with the outline application in terms of a shared surface loop road. Vehicular access is to be provided from two new vehicular access points from Pingle Bank with new footpath connections.
- 7.70 The proposals have been assessed in consultation with CCC Highways who have confirmed that the proposals as submitted are acceptable, subject to conditions as summarised above in the comments section.
- 7.71 The proposed layout facilitates pedestrian and cycle movements and structural landscaping with single drives measuring 3m wide each and the majority include a footpath to the side to allow bins and bikes to be manoeuvred past parked cars and to allow both driver and passenger doors to be opened fully and bins and bikes to be moved past the parked cars. All of the drives measure a minimum 10m depth to accommodate tandem parking for larger family vehicles. The provision of and retention of the parking spaces, visibility splays and surfacing of roads and footways to a binder course can be secured by a condition attached to the decision notice. It is considered to be appropriate and necessary to secure the provision of these prior to the occupation of the dwellings.
- 7.72 Officers are satisfied that the 5.5m shared surface would allow occasional on street visitor parking to be accommodated in front of the proposed dwellings.
- 7.73 The proposals have been assessed in consultation with CCC Highways who have stated that the design of the development does not meet that required for adoption. As such, details of the long-term management and maintenance of the roads will be required to be secured by planning condition, to ensure that this infrastructure is maintained appropriately for use by future occupiers.

In summary, the arrangement of streets and driveways is acceptable.

### **Footpath and Pedestrian Crossings**

- 7.74 It is noted that there is local concern regarding the proposed changes along Pingle Bank, through the introduction of 1.8m wide footpaths - specifically with regard to the proposals falling short of the guidance set out within the Huntingdonshire Design

Guide, which sets out an aim of 2m wide footpaths. In response to the concerns raised, Officers would like to make the following observations:

- 7.75 As set out on page 57 of the HDC Design Guide (DG) 'Each street type has a table with additional information which gives recommended overall dimensions for all new highways. Early engagement with Cambridgeshire County Council, as highway authority, is encouraged with regards to the design of all street types, highway adoption and parking solutions'.
- 7.76 The minimum 2m footpath widths in the DG are derived from Manual for Streets para 6.3.22 which states 'There is no maximum width for footways. In lightly used streets (such as those with a purely residential function), the minimum unobstructed width for pedestrians should generally be 2m. Additional width should be considered between the footway and a heavily used carriageway, or adjacent to gathering places, such as schools and shops'.
- 7.77 The key point is that these are general recommendations and whilst 2m wide footpaths are ideal, in reality these paths are likely to see low pedestrian footfall from the development and existing adjacent units. Furthermore, there doesn't appear to be sufficient space with the adjacent swale along Pingle Bank to increase the paths much further.
- 7.78 It's also worth noting that the Department of Transport Inclusive Mobility - A guide to Best Practice on Access to Pedestrian and Transport Infrastructure Dec 2021 Section 4.2 states 'Footways and footpaths should be made as wide as is practicable, but under normal circumstances, a width of 2000mm is the minimum that should be provided, as this allows enough space for two wheelchair users to pass, even if they are using larger electric mobility scooters. If this is not feasible due to physical constraints, then a minimum width of 1500mm could be regarded as the minimum acceptable under most circumstances, as this should enable a wheelchair user and a walker to pass each other. Where there is an obstacle, such as lamp columns, signposts or electric vehicle charging points, the absolute minimum width should be 1000mm, but the maximum length of such a restricted space should be 6 metres.
- 7.79 The proposed highway improvement scheme appears compliant with this guidance given the physical constraints of the swale.
- 7.80 The Local Highways Authority has assessed the latest highways arrangement plans and have concluded that they are acceptable in design terms, equal to or better than the existing highway arrangement, with crossing points suitable for the nature of the highway and numbers of pedestrians likely to use them. It is concluded that the arrangement will not compromise the safety

or accessibility of users. Whilst concerns have been noted, Officers do not have sufficient technical evidence to indicate that a refusal of the scheme in highway grounds would be warranted.

- 7.81 The proposal is therefore considered to meet the requirements of Policies LP16 and LP17 of Huntingdonshire's Local Plan to 2036 and Section 9 of the National Planning Policy Framework 2021 and Huntingdonshire's Design Guide 2017.

## **Other Matters**

### *Water Efficiency*

- 7.82 Policy LP12 of the Local Plan to 2036 states that new dwellings must comply with the optional Building Regulation requirement for water efficiency set out in Approved Document G of the Building Regulations. A condition could be attached to any approval decision to ensure compliance with the above.

### *Accessible and Adaptable Homes*

- 7.83 Policy LP25 of the Local Plan states that proposals for new housing will be supported where they meet the optional Building Regulation requirement M4(2) 'accessible and adaptable homes' unless it can be demonstrated that site specific factors make this impractical or unviable. A condition could be attached to any approval decision to ensure compliance with the above.

### *Fire and Rescue*

- 7.84 Cambridgeshire Fire and Rescue Service require the provision of fire hydrants; these could be secured via a condition attached to the decision notice.

### *Community Infrastructure Levy (CIL):*

- 7.85 The development will be CIL liable in accordance with the Council's adopted charging schedule; CIL payments will cover footpaths and access, health, community facilities, libraries and lifelong learning and education.

### *Environment Impact Assessment (EIA):*

- 7.86 According to the Regulations and Planning Practice Guidance (PPG), 'Screening' is the procedure used to determine if a proposed development is likely to have significant effects on the environment.

- 7.87 It is for the Local Planning Authority to determine whether a development is of a type listed in Schedule 1 or Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The PPG sets out the criteria and thresholds representing 'exclusion thresholds' in Schedule 2 of the Regulations, below which an Environmental Impact Assessment does not need to be considered (subject to the proposal not being in a 'sensitive area'). It also provides indicative criteria and thresholds to help to determine whether significant effects are likely.
- 7.88 Under Schedule 2 the proposal is considered to comprise an Urban Development Project (development type 10b in the PPG Annex). Schedule 2 sets out the assessment criteria for these types of development as follows:  
(i) includes more than 1 hectare of urban development which is not dwellinghouse development; or  
(ii) The development includes more than 150 dwellings; or  
(iii) The overall area of the development exceeds 5 hectares.
- 7.89 The overall site area is 0.998ha and fewer than 150 dwellings are proposed. The development therefore falls below the thresholds set out in the assessment criteria in Schedule 2. An EIA screening is therefore not necessary.

#### *Resident comments*

- 7.90 Whilst most residents' comments have been addressed in the above sections, the following matters also require attention;

#### Location of telegraph pole

- 7.91 One resident has raised concerns regarding the possible relocation of an existing telegraph pole. This matter would be dealt with outside of the planning system and would be a matter for the developer and the communications operator to resolve and is not a material planning matter.

#### Installation of dropped kerbs to existing residences

- 7.92 The development would not be responsible for delivery of further dropped kerbs outside of the development area, unless the LHA required this in order to mitigate the impacts of the development. No such request has been made and it would therefore not meet the tests of planning conditions/ obligations to seek this infrastructure improvement.

### **Conclusion**

- 7.93 The principle of development on this site for 25 dwellings was established at outline stage.

- 7.94 This application deals with the details of access, appearance, layout, landscaping and scale of the site granted by the outline consent. These details have been found to be satisfactory with regard to the appearance, layout, landscaping and scale and will provide a good quality residential environment whilst avoiding unacceptable detrimental impacts upon the amenity of the existing adjacent and proposed occupants.
- 7.95 The proposals are considered to respond to the opportunities and constraints of the site and relevant national and local planning policies and are acceptable in terms of access highway safety.
- 7.96 Having regard to all relevant material considerations, it is recommended that approval be granted for the reserved matters which comprise access, appearance, layout, scale and landscaping subject to the imposition of appropriate conditions.

**8. RECOMMENDATION - APPROVAL subject to conditions to include the following**

- Approved Plans
- Architectural details
- Materials
- Cycle Storage details
- Provision and retention of parking spaces prior to occupation
- Boundary treatments details for plots for plots 1, 4, 5, 14, 15 and 17 and provision prior to occupation
- Provision of visibility splays prior to occupation and retention free from obstruction
- Provision of future management and maintenance of any unadopted streets
- Surfacing of roads and footways to binder course prior to occupation
- Water efficiency
- Soft Landscaping details in accordance with Planting schedule
- External lighting details for the whole site
- Details of any noise attenuation required
- Fire Hydrants
- Tree Protection
- Ecology and biodiversity mitigation and enhancement measures

If you would like a translation of this document, a large text version or an audio version, please contact us on 01480 388388 and we will try to accommodate your needs

**CONTACT OFFICER:**

Enquiries about this report to **Debra Bell - Senior Development Management Officer** [-debra.bell@huntingdonshire.gov.uk](mailto:debra.bell@huntingdonshire.gov.uk)



## HOLME PARISH COUNCIL

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Tel. No. 01487 831451  
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28 July 2020

Dear Ms Bell

**20/00923/REM**

**Reserved matters pertaining to development of 25 homes, Pingle Bank, Holme.**

The Parish Council has met to discuss this application and at the meeting several members of the public voiced their opinions. I have also received numerous comments, written, emailed, by telephone and verbally and a document containing the points raised is attached, grouped into various headings as follows:

1. Footpath along east side of Pingle Bank.
2. The development
3. Junction of Pingle Bank and Station Road
4. Pedestrian crossing across B660/Station Road
5. Co-ordination, Ecological, Contamination, logistical matters.

I will summarise below the main arguments but please refer to the document attached for more detail.

1. **The footpath**, whilst fundamental for the development, may mean loss of amenity along Pingle Bank (parking spaces) and this would need to be addressed as part of the plan as those who park there, and visitors, have no other option.  
The installation of the 1.8m footpath may mean that the road, already narrow, currently 8m in places, would become too narrow for larger vehicles,

waste collection, farm traffic etc. and fire appliances (bearing in mind that this is the main road to the Airport, so there is a higher risk of fire than normal).

The crossing over the southern end of Pingle Bank needs to be well defined, ideally zebra marked and lit, and not compromising the driveway where it has been drawn on the plan.

2. **The development.** Comments range from lack of adequate car parking to the uninspiring design, inadequate spacing of homes, very narrow spine road and nowhere to store bins and bicycles. Screening is sparse and should be revisited. The open space has no dimensions – is this area appropriate for a development of 25 homes?
3. **Junction of Pingle Bank and Station Road.** This is a Y shaped junction on a corner of a busy road, B660. The bend in the B660 is blind in both directions. The proposal shows a dropped kerb crossing on the curve which is unacceptable under Dept. of Transport recommendations and the crossing point should be further south along Pingle Bank and clearly marked with a zebra or similar. A central refuge may also be appropriate. The Speed Indicator device owned by the Council records some very fast speeds in the area, up to 88mph has been shown. The V85 speed percentile is currently 34mph.
4. **Pedestrian Crossing over B660 Station Road.** This is required to link the Pingle Bank footpath with the Station Road existing footway which is on the northern side of Station Road.  
The proposal is for a dropped kerb approximately 30m from the apex of Pingle Bank corner. This proposal is entirely unacceptable under Dept. of Transport guidelines as it is too close for vehicles to stop even if they are travelling at the legal speed limit. As above, most of them are travelling much faster.  
The Council wishes to object most strongly to this proposal, and demands the re-siting of the crossing point to be compliant with DoT rules, a minimum of 40m and preferably more than 48m away from the bend.  
The crossing point is shown as 2 dropped kerbs. Even if the crossing were to be moved away from the bend the crossing needs to be a signified and lit crossing such as a pelican or puffin crossing with good advance signage and some street lighting would be required (as there is none).
5. **Other matters** are self-explanatory. Could an additional bat survey be requested as there is from local knowledge current bat activity. It would be

helpful to co-ordinate the crossing proposal with that shown in current application 20/00989/OUT.

The Parish Council, at the meeting on 21 July voted unanimously to **recommend Refusal** of this application, taking into account all the items mentioned.

The Council and parishioners look forward to being consulted on a new or amended application taking into account the comments made above and in the document attached. It would be helpful to have a drawing of any revised proposals with measurements and dimensions added please, to show the exact positioning of the crossing points and footpath.

Yours sincerely

Mrs. J Osborn  
Clerk to Holme Parish Council

Holme Parish Council

Planning application 20/00923/REM

Points made at public consultation and during Parish Council meeting 21 July 2020

**Footpath along Pingle Bank East side** – whilst a footpath is absolutely necessary for road safety it would mean removing the existing 3/4 parking spaces which are used daily. What alternative street parking is to be provided for those who have no or insufficient off street parking on Pingle Bank?

The crossing point over from the proposed estate to the proposed new footpath on the east side of Pingle Bank should be a zebra crossing to allow children going to school the confidence that vehicles are supposed to stop.

The proposed position of the dropped kerb at the estate end of Pingle Bank is shown as in someone's driveway and it needs to be repositioned 2 or 3 metres further south.

At any time of day there is considerable parking on both sides of Pingle Bank by current residents and visitors/tradesmen. The road is already congested and narrow and introducing a footpath would cause issues of its own. The road is not a quiet back road but has a lot of traffic using it even before any more traffic is introduced from the new homes.

Because of the number of cars which park along Pingle Bank which would lose their existing space and to prevent blocking the road, residents will most likely park on the footpath - rendering it useless for the disabled and those using prams and pushchairs.

Dropped kerb and access will additionally need to be provided for the driveway to numbers 9-15 Pingle Bank (access between numbers 3 and 5).

The road is narrow (the topographical survey shows the road to be approx. 8m widening to 12m maximum) and if the installation of a footpath of 1.8m width caused carriageway width to be further restricted then it could cause difficulties for farm traffic, lorries, buses and emergency vehicles as there are always parked cars to negotiate. The school bus uses this route twice a day although does not stop here.

The existing 30mph limit should be taken down further south along Pingle Bank – perhaps as far as the bridge - to give vehicles a chance to slow down to 30mph before arriving at the southern entry/exit to the development.

This is a through route to Peterborough Business Airport which is quite a busy commercial light aircraft airport as well as a flying club offering lessons etc.

### **The Development**

Is the spine road to be a one way road as the width of the road is only 3.10 m as shown? This will need to be cleared with the Fire Officer. This width is too narrow for 2 cars to pass.

Visitors' parking spaces on the site are insufficient for the number of homes and disabled spaces are not shown.

Are vehicles in each household going to be somehow limited to numbers that can park on each plot? How? If not, where will the overflow park as the road is too narrow and Pingle bank will be full?

Landscaping - Noise and artificial light screening. Currently the onion sheds provide some screening from the view and noise of the airfield (and lighting during operational hours). Many trees near to the boundary of the adjoining field have already been felled by the landowner leaving the whole area very open. The new homes will need some sort of screening to reduce noise and light disturbance from the airfield. This is part of the S106 agreement. The few trees to south and west shown on the Soft Landscaping schedule will not provide much protection and this needs to be revisited.

The house designs are uninspiring, the houses are cramped being less than the recommended minimum of 12m between frontages, and do not have sufficient parking provision for 2 cars per home as the driveways are narrow. This could lead to parking on the spine road and in the visitor places.

There do not appear to be any bin stores which will lead to wheelie bins (3 per household) being left in view which will be unsightly and cluttered. (This is already the case following development in Church St) and no garages/bicycle storage either.

No evidence of sustainability measures e.g. rainwater harvesting, solar panels, and ground source or air source heat pumps. It is assumed that the chimneys are drawn for appearance only and that the heating systems will not be oil fired (no mains gas).

\*The plans and layout do not correspond in terms of the house types on individual plots. It is not clear exactly what is proposed. (\*This has been raised with Ms Bell already)

**Open Space** Will this have a play area or be suitable for ball games? There is no play equipment in Holme at present. Measurements of this land are not shown. Fencing to keep animals (domestic or wild) out will be required. Maintenance of area and fencing needs to be discussed and arranged per the 106 agreement. Is it possible to take the opportunity to incorporate a larger area of land at this stage?

### **Junction Pingle Bank/Station Rd**

The junction of Pingle bank and Station road is on a blind bend.

The B660 regularly takes traffic passing at high speeds, breaking the speed limit. Data from the Speed Indicator Device shows the average is about 35mph in the 30 zone at this point but speeds up to 85mph have been recorded.

Traffic volumes using the junction will increase by possibly 50 cars each way per day if each home has 2 vehicles. This would be a significant increase and could cause queueing when the crossing is closed (traffic frequently backs up to this junction) or vehicles trying to pull out into or turn in front of fast moving traffic. People may use the road down to Conington as a rat run going south which will have an adverse impact on Conington village.

The pedestrian crossing point on the corner needs to be very well marked – preferably by a zebra crossing and/or with a central refuge for pedestrian safety.

As combine harvesters and all sorts of large vehicles use this junction daily it would be better to stagger the crossing point back (southwards) away from the main road to allow for turning heavy vehicles.

The crossing point should not be on a curve.

### **Pedestrian crossing across B660/Station Rd**

There are no measurements on the plan. The proposed crossing appears to be about 30m from the junction but this is too short a distance to comply with regulations on this busy road.

Type proposed – dropped kerbs only – this is not a proper pedestrian crossing and 2 dropped kerbs to mark this crossing point are not sufficiently safe along this fast road near a bend.

There is currently no street lighting in the area. Children going to and returning from Holme School or the bus stop for the school bus (at the Green on Station Rd) will use this crossing and in winter it will be dark at school going home time.

The crossing needs to be a Pelican or similar signalised crossing with warning signs in both directions.

As planned the crossing point is far too close to the bend. Drivers coming from the east would not be able to see pedestrians until last minute (at the apex of the bend) making it difficult for them to slow down in time. During the winter months the issues surrounding this crossing would be compounded by the dark and possibly bad weather.

This is a crazy scheme and the location of the dropped kerbs as proposed is a dangerous place to cross this busy road.

The crossing point and signalised crossing needs to be measured in compliance with the Dept of Transport rules set out in the Manual for Streets chapter 7.5.

### **Co-ordination with Old Coal Yard scheme**

The scheme for the land off Pig and Whistle Yard (the Old Coal Yard) HDC ref 20/00989/OUT shows the crossing point over the B660 further west, on the western side of the access to that site. No crossing type has been shown. Similar comments have been made on that application i.e. that provision of a lit crossing **at the minimum** should be a condition attached to the development.

One suggestion would be to re-profile the road by purchasing part of the field and enhance visibility by removal/reduction of the hedge.

Another suggestion, made by the operator of the mobile post office van (which parks at the Green on Station Road and is acutely aware of the traffic passing at speed), would be to install a series of speed humps in the area.

### **Ecological Survey**

At the time of the meeting 21 July 2020 a local resident pointed out the current existence of bats flying at dusk in and out of the area. A further bat survey should be requested as the survey carried out in June did not discover the bats.

There are yellowhammers, swallows and reed warblers using the site. The Ecological survey is disappointing.

### **Contamination Survey**

Asbestos removal is a concern for local residents, some of whom have small children. Particular regard should be had for the prevailing wind conditions when the asbestos is removed, indeed the whole of the demolition is likely to cause significant nuisance to neighbouring properties and appropriate mitigation should be employed.

### **Logistics**

If an agreement can be reached on all of the above it will be fundamental to provide the infrastructure (footpath, crossing points) before any building works start so that safety is assured **before** lorry movements associated with the building works begin. Furthermore all site deliveries will need to be made actually on site not in the road. This is covered in the S106.

Members of the District Council should view this road junction and critically examine the proposal to appreciate for themselves the dangers that such a proposal would potentially cause. This is not a crossing proposal as it stands. The provision of 2 dropped kerbs simply allows people to negotiate the kerb and does not help them to cross the road, nor does it make it safe – indeed it may lead them to think it is safe when it is not.

**From:** [Janice Osborn](#)  
**To:** [Bell, Debra \(Planning\)](#); [DMAdmin](#)  
**Subject:** 20/00923/REM Pingle Bank  
**Date:** 10 June 2021 10:04:08  
**Attachments:** [We sent you safe versions of your files.msg](#)  
[Pingle Bank Reserved Matters letter 090621.pdf](#)  
[Document A Pingle Bank 9.6.21.pdf](#)  
[Holme SID Vehicle Data for CCC Document B.xlsx](#)

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Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

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Dear Ms Bell

Please see attached letter and 2 supporting documents which are the Parish Council's response to the revisions on the Reserved Matters application.

You will see that the Parish Councillors would like you to come to see the site and to meet them so that they can be assured that you completely understand the issues they are facing. If you could give me a date and time I will facilitate this with a couple of Councillors.

Kind regards

Janice Osborn

*Clerk to Holme Parish Council*

01487 831451

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## HOLME PARISH COUNCIL

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10 June 2021

Dear Ms Bell

20/00923/REM - 25 homes, Pingle Bank, Holme - Reserved Matters

Holme Parish Council has discussed this application, and on 6 June a public consultation meeting was held. 4 residents were present.

A document (A) is attached which is a record of the points brought up and discussed at the meeting and should be read in conjunction with this letter.

On the whole the Councillors are disappointed with the reserved matters revised plans and I set out below why this is.

### 1) Footpath along Pingle Bank.

- a. Chapter 3.3 of the Huntingdonshire Design Guide (HDG) sets out the minimum road and footpath requirements. Pingle Bank is a through road and a bus route and takes local traffic to Conington, through traffic to the A1 southbound, is used as a shortcut for people travelling north from the A1 towards Yaxley/Ramsey and is the route for traffic to the airfield/flying club as well as being used by farm machinery to work on adjoining fields. It is also a popular walking and cycling route for local people. It could be classified as a Secondary Route (HDG). As such the road width needs to be a minimum of 5.5 m and the footpath 2m. Even if it were classified as a Tertiary Route, the road width should be 4.8m and footpath 2m. The plans submitted show a non-

compliant 1.8 m footpath width, and the existing road (in particular where it narrows just by the start of the development site) is simply too narrow along most of its length to accommodate both a satisfactory road width and a suitable footpath. Yet a footpath is important here to promote safety and wellbeing. A more creative approach has to be sought.

- b. There are currently roadside parking spaces along the east side of Pingle bank. The residents use these for parking and have done for many years and the road is indeed marked to show this as parking space. The fear is that all of these spaces will be lost to accommodate the proposed footpath, leaving residents and visitors nowhere to park. It is not safe to park on the busy Station Road/B660, and Pingle Bank further towards the south is too narrow and has deep ditches each side. 2 homes on Pingle bank (no 6 and Pingle Bank House) do not have any off road parking space at all to use. Currently 4 residents living on the east side of Pingle Bank need disabled parking. Many of the homes are owned by Chorus and they should be consulted as their tenants will be affected by the loss of amenity.
- c. The crossing point across Pingle Bank at the Station Rd end is not compliant with the Manual for Streets (MfS) Chapter 6.3.12 which requires that crossings are perpendicular to the road to be crossed - this should be moved further to the south.
- d. Please refer to document A for additional comments.

## 2) Pedestrian Crossing Point over Station Rd.

- a. **Position:** The crossing shown is far too close to the bend of Station Road. The MfS indicates at Chapter 7.5 that the stopping distance at 30mph is 40m (43m with bonnet length included). The crossing is situated 9.0 metres east from the edge of the driveway to the bungalow "Winsbury" according to a dimensioned plan from the developer I have been sent and the proposed site for the crossing point is therefore much less than 40m away from the apex of the bend. The crossing point is **definitely not safe** at this point and the Council **objects strongly** to this siting.
- b. Please refer to the Speed Indicator Device records submitted regularly to Cambs Highways (document B attached) which show that the V85 figure for this area of station road is 32mph - core data can be provided on demand. The stopping distance would therefore be more than 40m.

- c. **Type:** The crossing over this busy road (B660) which takes traffic from the A1 to Ramsey and beyond including a large proportion of HGVs carrying fruit and vegetables to/from the packing plants to the East as well as heavy local traffic needs to be properly signed and marked and at the very least a Belisha beacon marked zebra crossing is required, although a light controlled Pelican or Puffin would be the preferred and by far the safest option here. The Council understands that several solar solutions are available if no electricity can be provided. The priority here is to keep pedestrians safe, many of whom will be children. The HDG at point 4.1 (4) says that *people should be put before traffic*.
- d. Please refer to document A.

### 3) Design

- a. The Overall feeling is that the designs submitted for 3 different house types are too similar and there is not enough variety in the styles and little architectural merit in the proposal as it stands. Much as Councillors agree that the houses should blend in with the existing housing, it is nevertheless important to produce both a cohesive and an attractive design bearing in mind that the HDG states that *“good design is an integral part of sustainable development”*. The houses basically all look the same and some more creative design is required here - more detail in document A.
- b. There is little sense of place in this conventional grid-iron layout and there are some specific issues with the designs covered in the attached document A regarding the public realm-facing fencing which should be revised to brick walls according to HDG 3.8; visitor parking spaces which have been reduced in number to 8 for 25 houses which is quite simply not enough; rear parking for plots 1, 4 & 5 which is inconvenient for owners/tenants and may lead to parking in the street.
- c. Please refer to document A.

### 4) Ecology/Environmental Plans

- a. The plans show a public open space, but it is not clear what this is to be for. The HDG says that (3.6) *all public spaces should be defined and designed to fulfil specific roles and functions for a range of users*. This plan shows a grass area which is only to

be cut once a year which may therefore not be suitable for children to play on and will then inevitably become contaminated by dogs. What use is envisaged, is any infrastructure to be provided (play surface or equipment, goal posts?) and what arrangements are envisaged for its maintenance?

- b. The Council welcomes the introduction of nesting bricks and such like for wildlife.
- c. How is noise nuisance from the airfield to be mitigated?

The Councillors would like to meet with you on site to help you to fully understand the issues they are facing with these proposals. Would you be able to contact me to fix an appointment, please.

The Council would also wish you to consult with the officer dealing with the Old Coal Yard application (20/989/OUT - Karina Adams) as a Pedestrian crossing over Station Road is also shown on that application and a joined up approach would be sensible when reaching a resolution to item 2 above.

Yours sincerely

Mrs. Janice Osborn  
Clerk to Holme Parish Council

## Pingle Bank Planning

### Points made at the public meeting

#### a. Footpath.

- i. Narrow Road cannot accommodate 1.8m footpath and still be a satisfactory Road width, it would reduce to 4.3m at the narrow end. This is contrary to the recommendations in the Huntingdonshire Design Guide.
- ii. The footpath should actually be 2m according to the Design Guide.
- iii. This is a bus route. 415 bus (Wednesdays only) would need to be able to get through and road should be 7m according to Design guide.
- iv. Access for emergency and farm vehicles, especially to airfield. (Fire risk)
- iv. Loss of amenity for homes without their own parking spaces and those using the roadside to park when visiting homes along Pingle Bank. No suitable alternative parking places are available. At least 4 homes currently require disabled parking.
- v. Possibility of *adverse possession* being invoked - people have parked here for years.
- vi. 2 homes on Pingle Bank do not actually have any spaces for off road parking. There is nowhere local for them to park other than on Pingle Bank.
- vii. The crossing point over the top of Pingle Bank is dangerous and far too close to Station Road, and also on a bend which is not acceptable according to the MfS. The crossing point must be perpendicular to the kerb, therefore further South, to be safe.
- viii. Possibility of rerouting footpath to the west via the Old Coal Yard site?

#### b. Pedestrian Crossing point, Station Road

##### 2 issues- location and type.

###### Location

- i. Proximity to the bend. Visibility is compromised.
- ii. Fast road - V85 is 32mph. (30mph limit). High speeds up to 80+ are recorded occasionally.
- iii. Health and safety audit should take place. If there were to be an accident here who would be responsible?  
Are Police highway safety people consulted?
- iv. Per *Manual for Streets* stopping distance is 40m from sight point and the crossing point should be far further west.
- v. Joined up approach with old Coal Yard scheme is desirable.

###### Type

- vi. Any crossing **must** be prominently marked, signed and lit - suggestion of solar Belisha beacons and zebra crossing, if not a

full Pelican or Puffin crossing. Safety is paramount. Particularly when approaching from the East.

- vii. Traffic calming could be an option.
- viii. Pedestrian safety is paramount.

**c. Ecology/Environment plan.**

- i. Possibility of bins not being emptied because of access problems around new estate - solve problems before they occur.
- ii. What is the grassland area for? It is not clear what use is intended. (Design Guide). If this is not a playing field then it will become a dog fouling area and this is not acceptable. If a play area is any equipment being provided?
- iii. Ball games against the wall of plot 14 could be undesirable.
- iv. Who is going to maintain this area and enforce the replacement of dead/dying plants and cut the grass and hedges etc.? Danger of this area becoming an eyesore if this agreement (with ?) is not properly structured.
- v. Street lighting. None is shown. Is any intended? Dark skies are important here.

**d. Design.**

- i. It is difficult to appreciate designs on line drawings, colour would be helpful.
- ii. Layout of estate is unimaginative and in straight lines/grid iron pattern, old fashioned and promotes no sense of community or place.
- iii. Urban layout for a country village is not appropriate.
- iv. What is the purpose of the narrowing of the spine road outside plots 18 and 19 and if this is for speed control why is this not also employed outside plots 24 and 25?
- v. 3 homes have parking spaces at the rear which may encourage parking on Pingle Bank as these are not so convenient to use.
- vi. There are timber fences shown which should be brick walls (plots 1, 4, 5, 14, 15, 17) (Design Guide) and the dividing fences at the road frontage are not needed and unsightly, as well as possibly impeding the view for turning/emerging vehicles.
- vii. Individual houses all look very similar. There needs to be a variety of styles, using features such as gables, dormers, porches and canopies to make them more interesting as well as some variations in materials, doors and windows to break up the sameness.
- viii. This is a lost opportunity for some good and creative design which could enhance this area.
- ix. Visitor Parking reduced to 8 not 12 spaces. More (6?) could be provided along the southern side of the spine road which would help accommodate extra vehicles. (expected 2 per house plus at least 3 in the bigger houses, maybe trailers and caravans as on Pingle bank and visitors, deliveries, tradesmen etc. Need to avoid people parking on the roadside and stopping through traffic i.e. bin lorry.
- x. Is this to be an adopted highway?

General points:

Noise from airfield – loss of buffer of the sheds which may make the noise level unacceptable both here and in the village. Mitigation?

To request meeting between planning officers for Old Coal Yard and Pingle Bank to ensure joined up approach to Crossing point and footpath.

To request meeting between HPC and planning officer/Members of DMC to show exactly the problem with the proposed crossing point.

Method of heating?

To consult Marge Beutell re bin emptying and how to avoid problems

Plan is wrong as marked Long Drove where it should be Station Rd

ECMain Line is not disused!

Parish Name			Inbound			Outbound			
Date of Publication	Dates of Data Range (28 Day)	Location of Data Taken	85% Speed	Average Speed	Vehicle Count	85% Speed	Average Speed	Vehicle Count	Max speed
	16.10.2018 -08.11.2018	Holme Lane	41	34	13078				78
11.12.2018	9.11.2018 - 10.12.2018	Station Rd E	34	29	13423				88
16.1.2019	10.12.18-16.1.2019	Station Rd W	34	29	13872				75
17.2.19	17.1.19 - 17.2.18	Holme Lane	41	31	17878				97
27.3.19	11.3.19-27.3.19*	Station Rd E	34	29	11589				67 * no data for 18 Feb to 11 March
	27.3.19-28.4.19	Station Rd W	34	29	11027				87
	28.4.19 - 29.5.19	Station Rd E	31	26	13730				77
	1.6.19-20.7.19	Holme Lane	40	32	23773				79
28.8.19	20.7.19 -13.8.19	Station Rd E	34	29	13850				70
	14.8.19-12.9.19	Station Rd W	32	27	12835				57
	12.9.19-1.11.19	Station Rd by shop E	34	29	18177				74
31.12.19	1.11.19-22.12.19	Holme Lane	40	32	27793				83
21.1.20	22.12.19-20.1.2020	Station rd by shop W	33	28	9616				68
4.5.20	20.1.20- 1.3.20	station rd shop Eastb	34	29	24714				68
4.5.20	1.3.20 - 3.5.20	Cemetery, westb	35	29	14414				77
22.6.20	3.5.20 - 9.6.20	Holme Lane	42	32	22875				82
30.7.20	9.6.20-29.7.20	Station Rd shop E then W	34	28	17180				63 *12 days no data
1.9.20	29.7.20 - 28.8.20	Station rd shop W	33	28	8334				56
16.10.20	28.8.20-15.10.20	Cemetery, westbound	34	28	16671				80
16.11.20	16.10.20- 15.11.20	Cememtery Eastbound	30	25	13118				58
18.1.21	16.11.20-18.1.21	cem west till 6.1 then e	30	25	18593				65
24.2.21	18.1.21-24.2.21	cem east	31	25	10293				63
10.2.21	22.1.21-10.2.21	Holmewood	36	29	5313				63
14.4.21	9.3.21-23.3.21	Station Rd westbound	31	26	2423				58 * road closure/no data 2 weeks
1.6.21	24.4.21 -31.5.21	Cemetery Eastbound	32	26	22886				83
1.6.21	24.4.21-31.5.21	Holmewood	36	29	22922				65



## HOLME PARISH COUNCIL

Parish Clerk: Mrs. J Osborn  
Home Farm  
24 Church St  
Holme  
Peterborough  
Cambs.  
PE7 3PB

Tel. No. 01487 831451  
holmeparishclerk@gmail.com

28 June 2022

Dear Ms Bell

20/00923/REM - 25 homes, Pingle Bank, Holme - Reserved  
Matters/Footpath and Pedestrian Crossing layouts

All the Councillors at Holme Parish Council have seen these plans and I give below their response.

1) Footpath/Road along Pingle Bank.

- a. As already stated in June 2021, the Huntingdonshire Design Guide (HDG) sets out the minimum road and footpath requirements. Pingle Bank could be classified as a Secondary Route. As such the road width needs to be a minimum of 5.5 m and the footpath 2m. Even if it were classified as a Tertiary Route, the road width should be 4.8m and footpath 2m. The new plans submitted still show a non-compliant 1.8 m footpath width, and the existing road (in particular where it narrows just by the start of the development site) is simply too narrow along most of its length to accommodate both a satisfactory road width and a suitable footpath. The new proposal does nothing to improve this and the proposal is still considered unsatisfactory, showing road widths of 4.8m and 5.3m with a footpath of 1.8m, all contrary to the HDG recommendations.
- b. As a positive suggestion, could an alternative route for the footpath be considered, going behind the development to Station Road via the Old Coal Yard site? This has been

suggested before. Obviously the current developer may not have control of this land but it might be a solution.

- c. There are currently roadside parking spaces along the east side of Pingle Bank. The residents use these for parking and have done for many years and the road is indeed marked to show this as parking space. These spaces will be lost to accommodate the proposed footpath, leaving residents and visitors nowhere to park and they will probably park on the footpath making it unsafe and useless for its intended pedestrian use. Alternatively they will have to park in the road exacerbating the narrowness of the road and potentially this is harmful in terms of access for larger emergency vehicles, oil lorries, refuse collection and farm traffic as well as making turning in/out of driveways more difficult for all properties.

Bearing in mind that this road is the main access road to Peterborough Business Airport from the B660 the road must be able to allow passage of fire appliances, ambulances etc. at all hours and pedestrian safety must be provided too. The proposal is still unacceptable in current form.

## 2) Pedestrian Crossing Point over Station Rd.

- a. The crossing point in this new location is much better than before and is broadly acceptable. However the Council's view is that the crossing must be upgraded to a controlled crossing to make it safe to use, given the high speeds of traffic along this road and the relatively minimal visibility from Pingle Bank corner. Many of the pedestrians using this crossing will be children going to/from the primary school or to the bus stop for the secondary school in Sawtry on Short Drove. A Puffin or a Belisha controlled/marked crossing is required here.
- b. Advance signage to alert drivers coming particularly from the level crossing direction is required, or drivers will unexpectedly come upon pedestrians in the road as they accelerate away from the corner.

## 3) Pedestrian Crossing point over Pingle Bank

- a. This will only work if the hedge located to the right (towards the level crossing) (belonging to the homes on the corner, Chorus properties) is regularly cut back to enable traffic coming from the East to be seen

before people commit to cross. Is there some way of conditioning this? However the positioning is acceptable. The crossing point would also need to be clearly marked.

The response of the Highways authority is awaited with interest.

Yours sincerely

Mrs. Janice Osborn  
Clerk to Holme Parish Council

# Development Management Committee



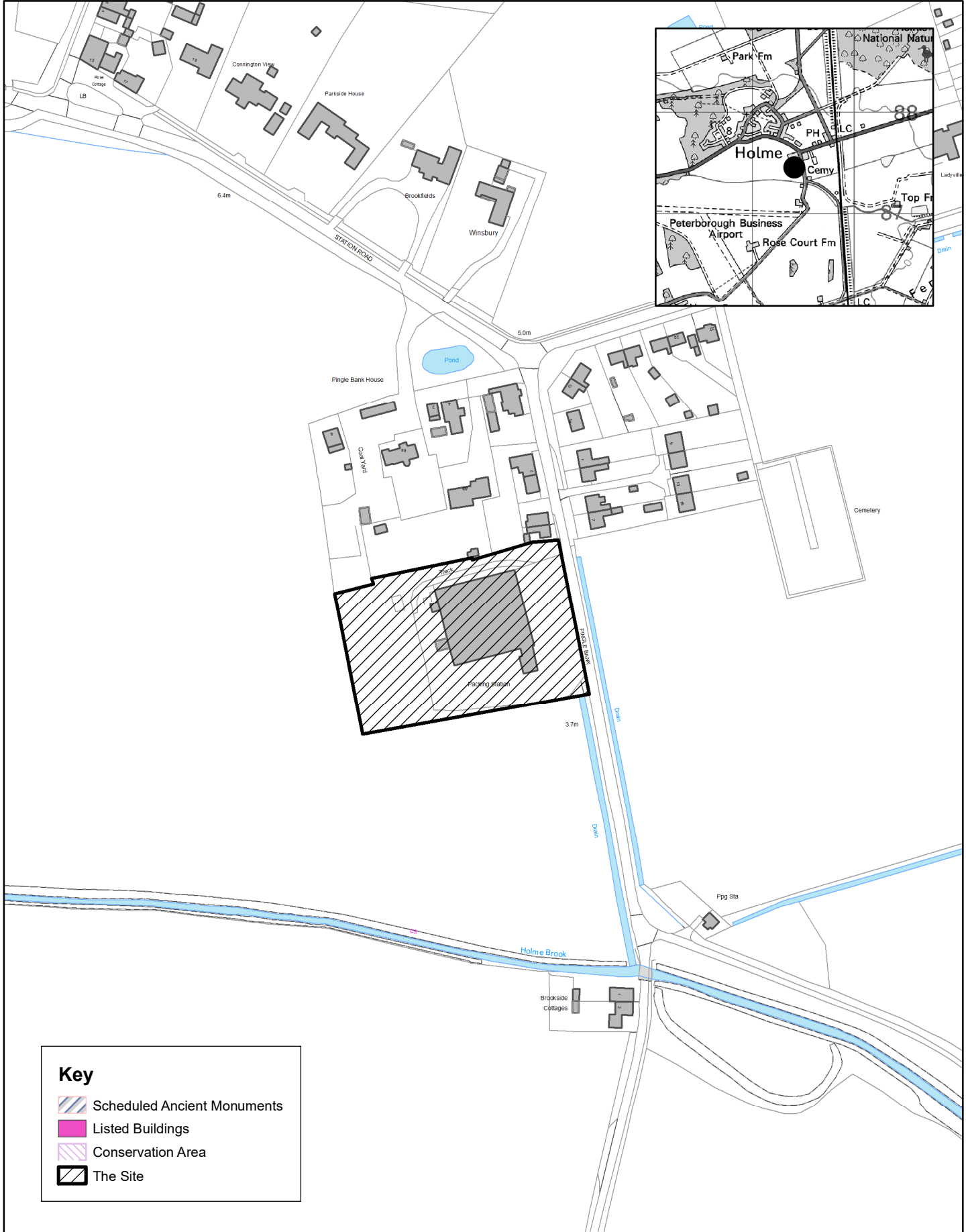
Scale = 1:2,500

Application Ref:20/00923/REM

Date Created: 29/06/2022

Location: Holme

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Ordnance Survey HDC 100022322





REV	DATE	REVISION NOTES

10 Manor Mews  
 Bridge Street  
 St Ives  
 Huntingdon  
 Cambs PE27 5UW

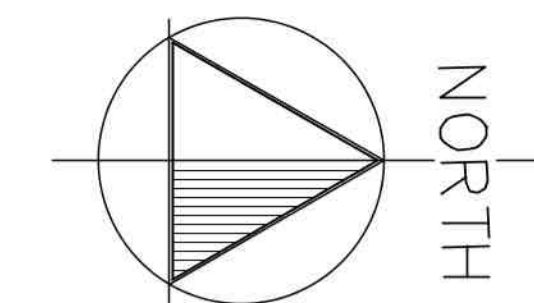
Tel: 01480 494969  
 Fax: 01480 493939  
 Email: enquiries@partnersinplanning.co.uk

Partners in Planning

PROJECT  
**PROPOSED RESIDENTIAL  
 DEVELOPMENT, PACKING STATION,  
 PINGLE BANK, HOLME.**

DRAWING TITLE  
**LOCATION PLAN**

DRAWN	<b>DJM</b>	SCALE	<b>1:2500</b>
DATE	<b>FEB 16</b>	DWG NO.	<b>2009.29/PB1</b>
		REV	



REV	DATE	BY	REVISION NOTES
A	15.04.21	CWM	Added dimensions and visibility plays
B	27.04.21	CWM	Added affordable housing mix

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St Ives Business Park,  
Parsons Green,  
St Ives,  
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PARTNERS  
in PLANNING  
and ARCHITECTURE

PROJECT  
Residential development off  
Pingle Bank, Holme,  
Peterborough,  
Cambridgeshire, PE7 3RJ

CLIENT  
Mr N Collett

DRAWING TITLE  
Proposed Block Plan

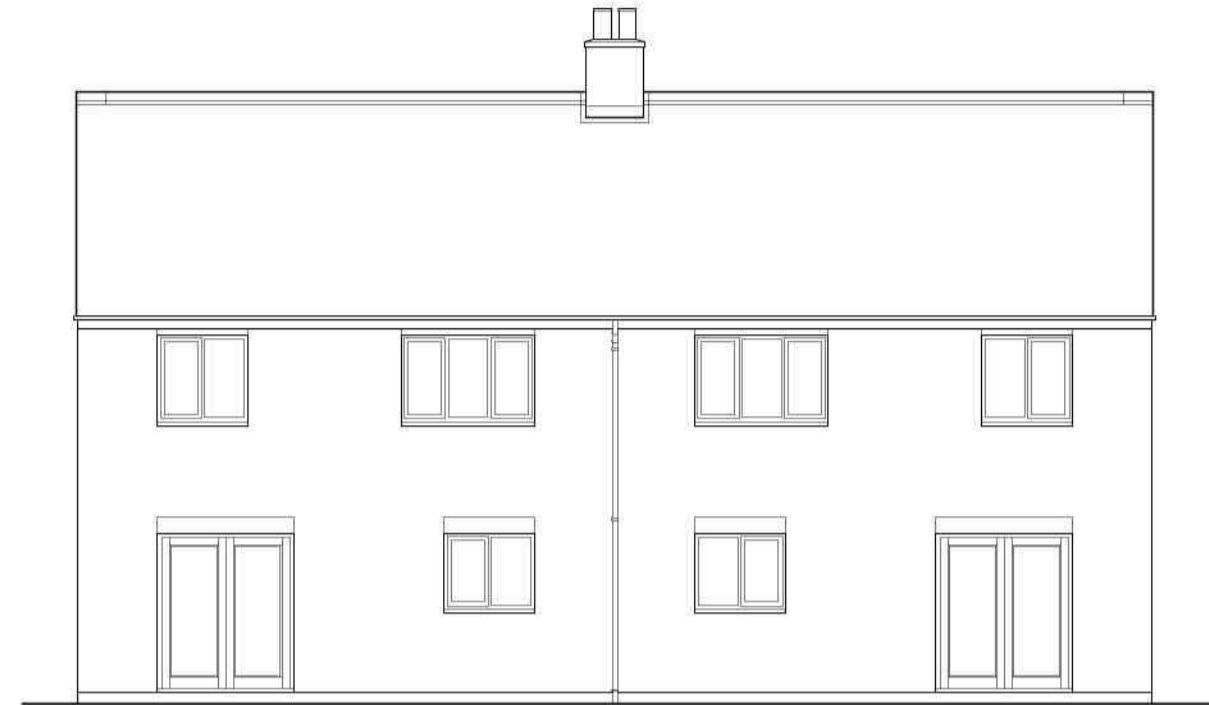
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DATE 28/02/20	DWG. No. 10/07/B1
	REV. B



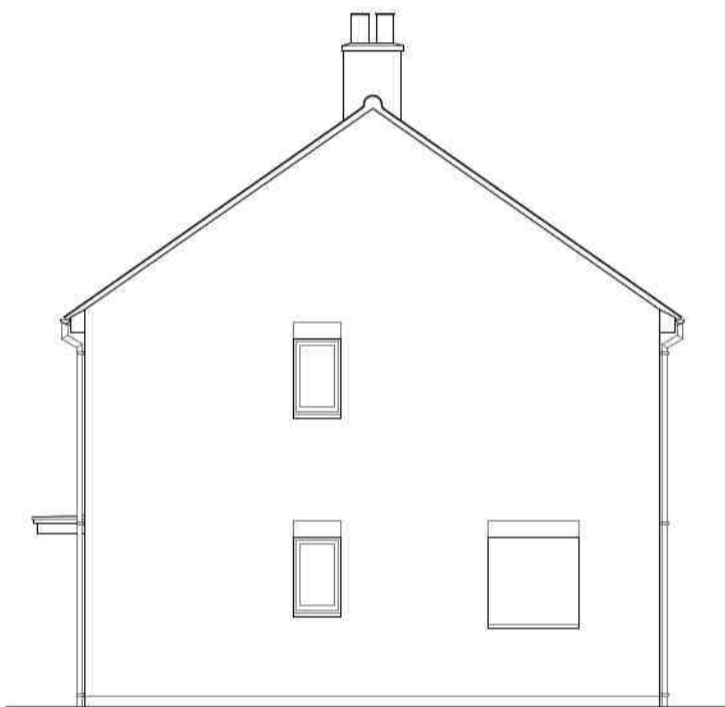
FRONT ELEVATION PLOTS 1-2, 5-6, AND 18-25



REAR ELEVATION PLOTS 18-19 AND 24-25



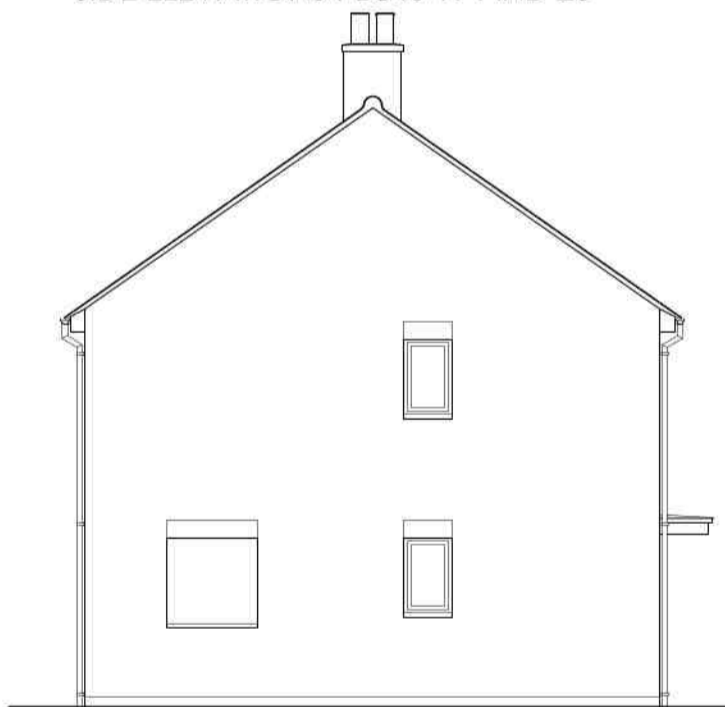
REAR ELEVATION PLOTS 1-2, 5-6 AND 20-23



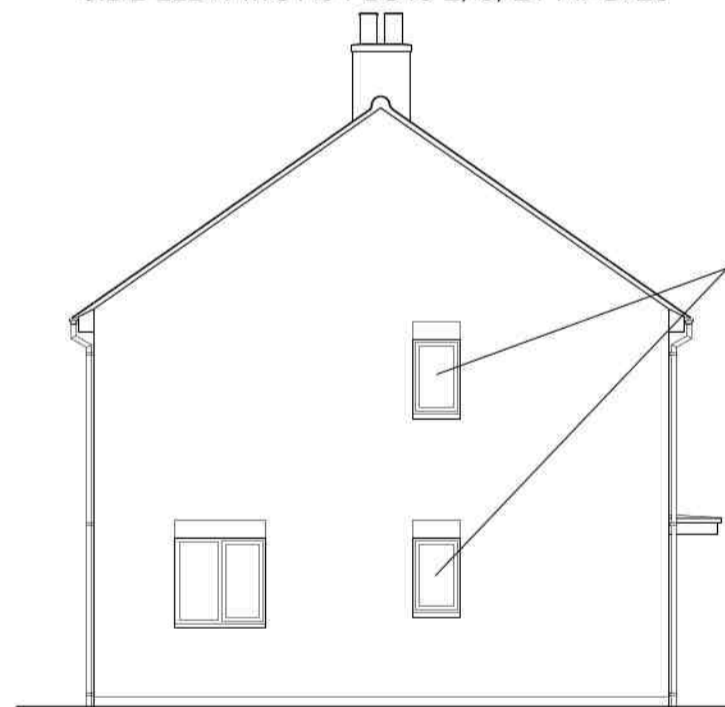
SIDE ELEVATIONS PLOTS 19 AND 25



SIDE ELEVATIONS PLOTS 2, 6, 21 AND 23



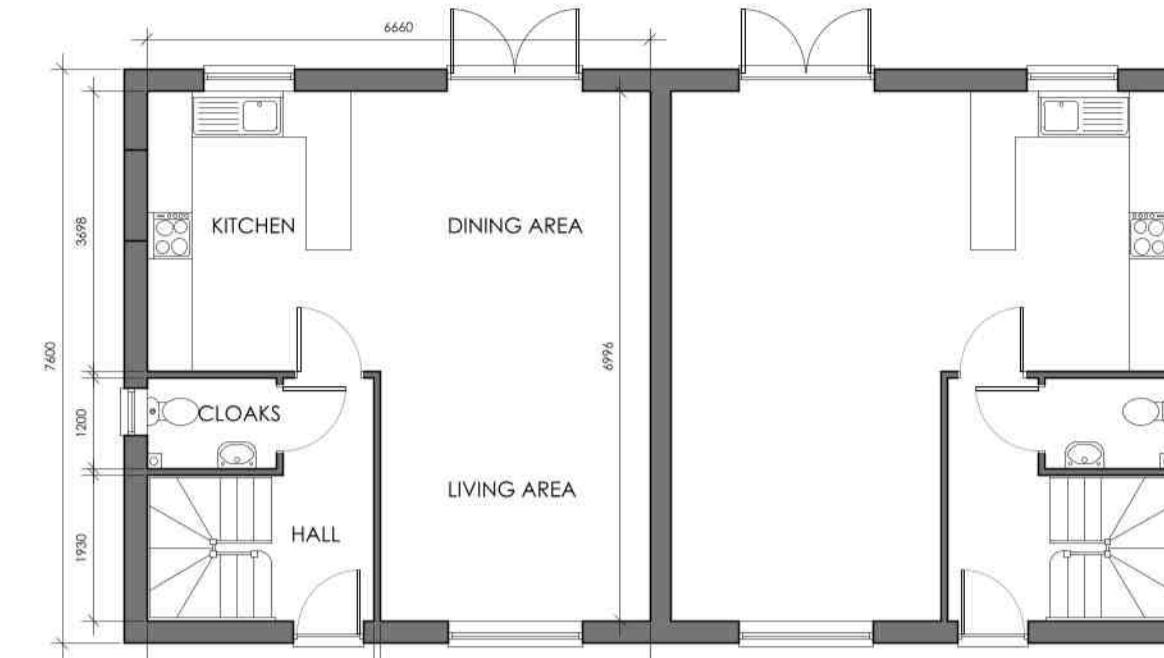
SIDE ELEVATIONS PLOTS 18 AND 24



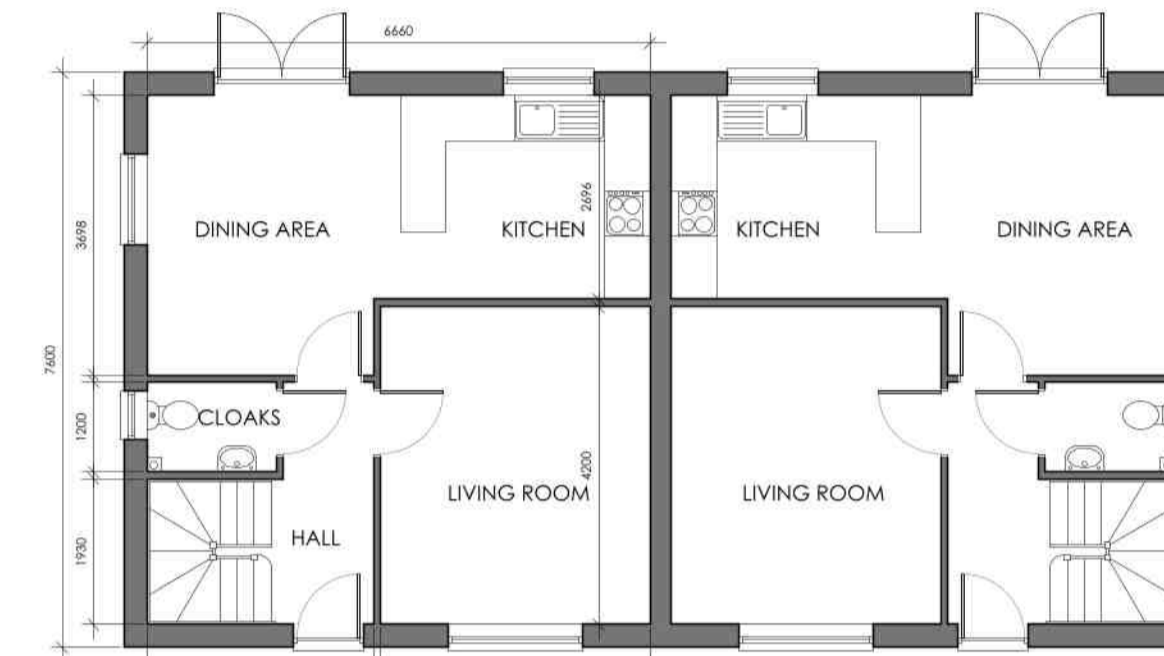
SIDE ELEVATIONS PLOT 20 AND 22



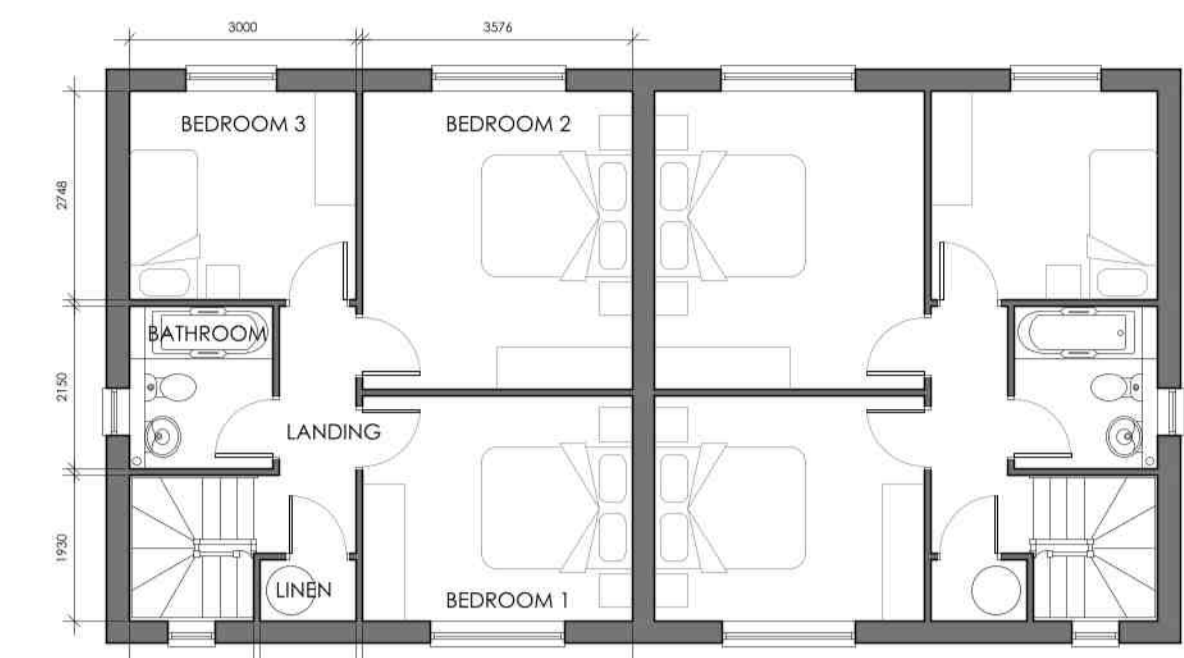
SIDE ELEVATIONS PLOTS 1 AND 5



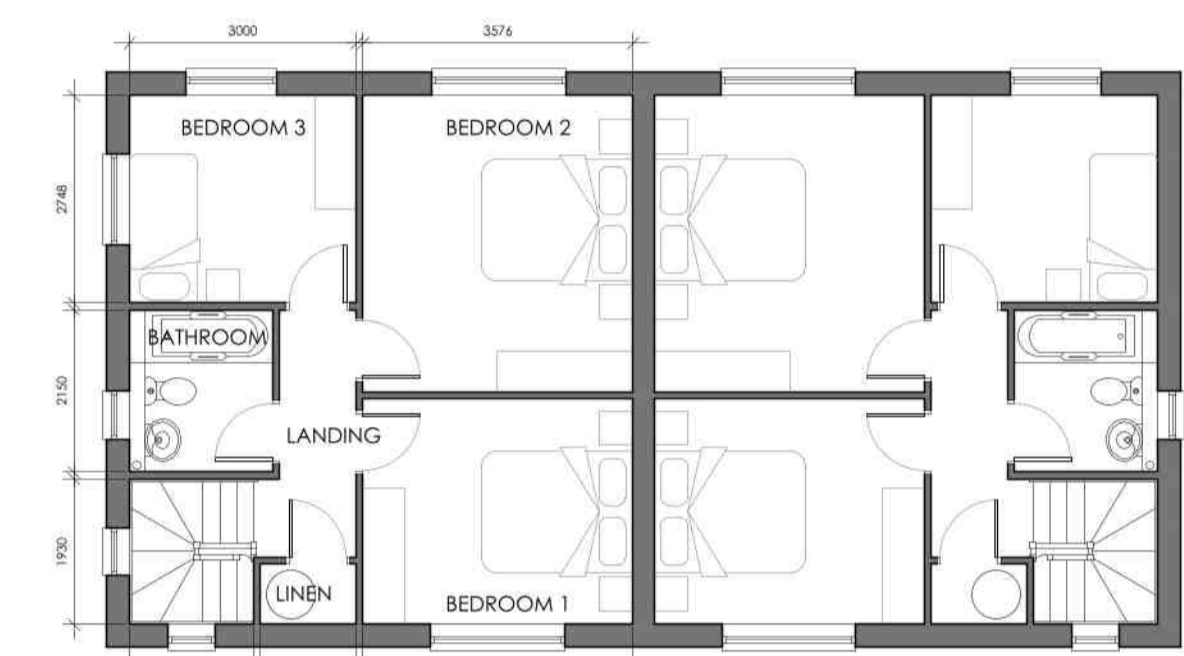
GROUND FLOOR PLAN PLOTS 18-19 AND 24-25 GIA 93.19m<sup>2</sup> (1003ft<sup>2</sup>)



GROUND FLOOR PLAN PLOTS 1-2, 5-6 AND 20-23 GIA 93.19m<sup>2</sup> (1003ft<sup>2</sup>)



FIRST FLOOR PLAN PLOTS 18-19, 20, 22 AND 24-25



FIRST FLOOR PLAN PLOTS 1-2, 5-6, 21 AND 23

PLOTS 1-6 TO HAVE -  
CAST STONE WINDOW HEADERS AND SOFFITS  
COLOURED WINDOW FRAMES  
BLACK FASCIAS AND SOFFITS

REV	DATE	BY	REVISION NOTES
A	23.09.21	CWM	REMOVED PLOT 22 FF WINDOWS
B	17.12.21	CWM	REMOVED PLOT 21 FF WINDOWS

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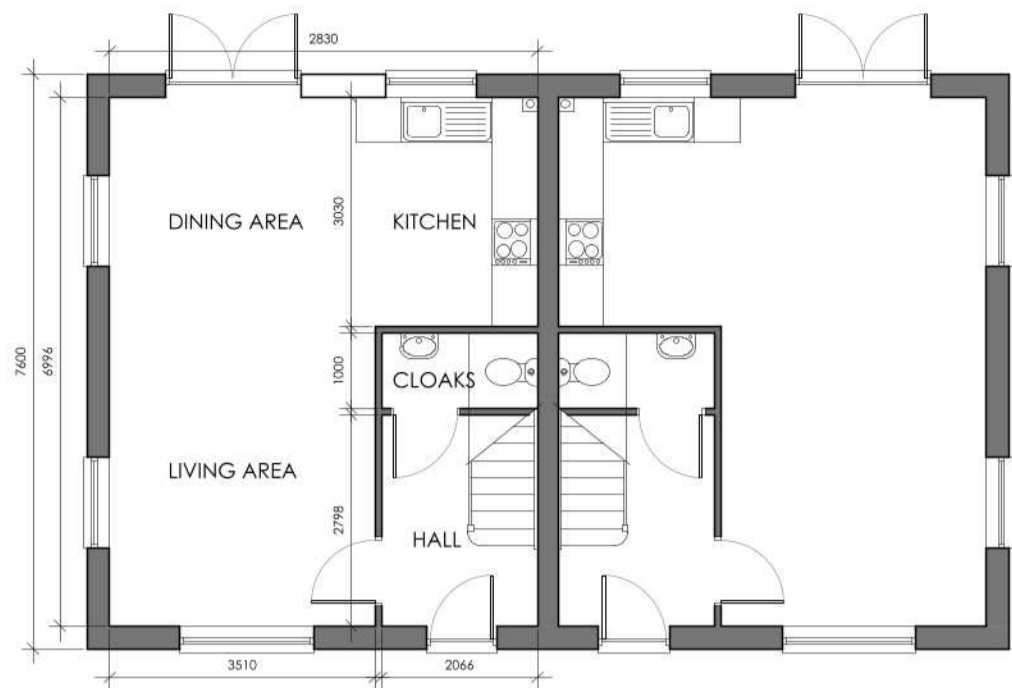


PROJECT  
PROPOSED RESIDENTIAL DEVELOPMENT  
OFF PINGLE BANK,  
HOLME  
CAMBRIDGESHIRE

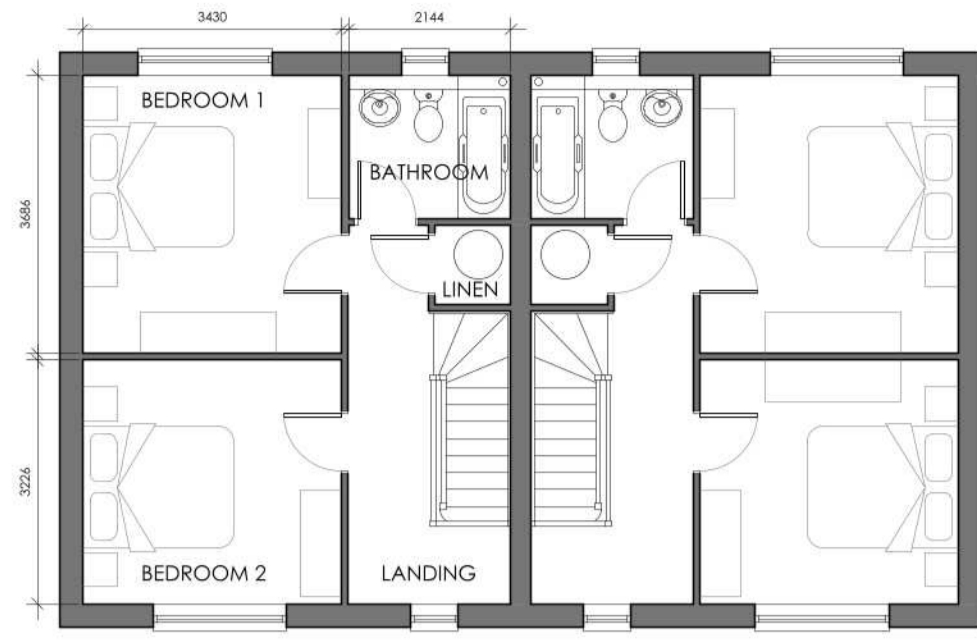
CLIENT  
MR N COLLETT

DRAWING TITLE  
HOUSE TYPES PLOTS 1-2, 5-6 AND 18-25  
FLOOR PLANS AND ELEVATIONS

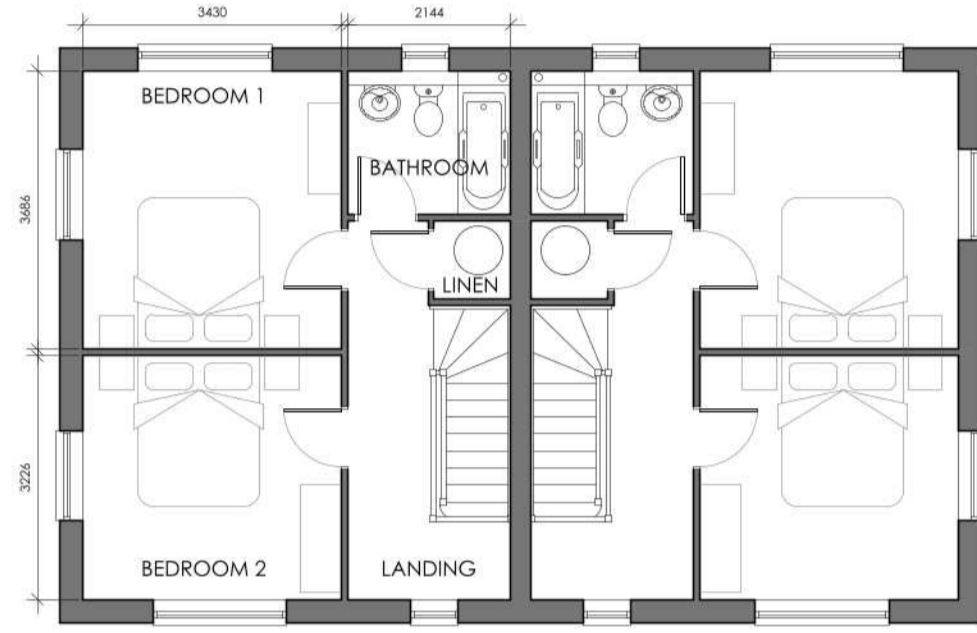
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NFM	1.0 2.0 3.0 4.0 5.0 6.0	
DATE	DWG. No.	REV.
29/02/20	10/07/101/02	B



GROUND FLOOR PLAN PLOTS 3-4 AND 7-14 GIA 79.19m<sup>2</sup> (852ft<sup>2</sup>)



FIRST FLOOR PLAN PLOTS 3 AND 7-13



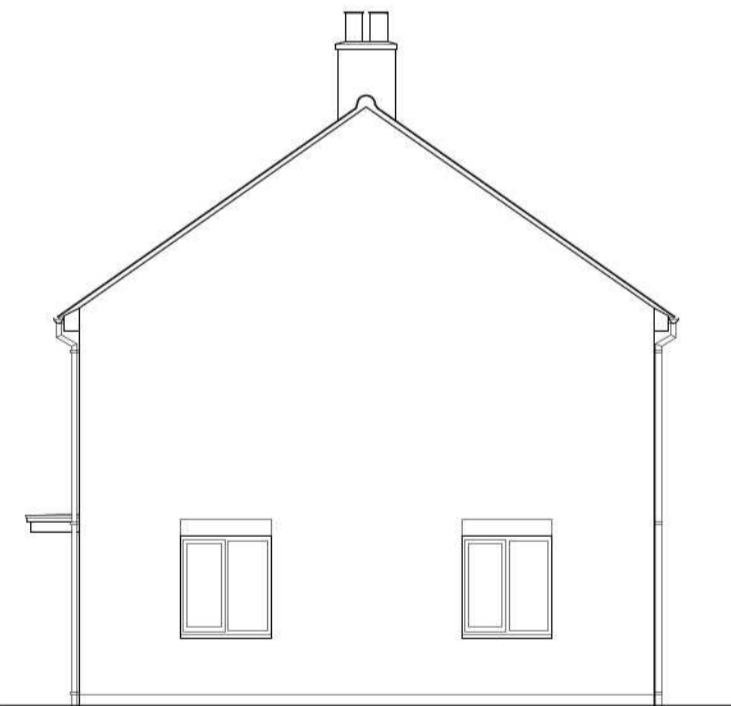
FIRST FLOOR PLAN PLOTS 4 AND 14



FRONT ELEVATION PLOTS 3-4 AND 7-14



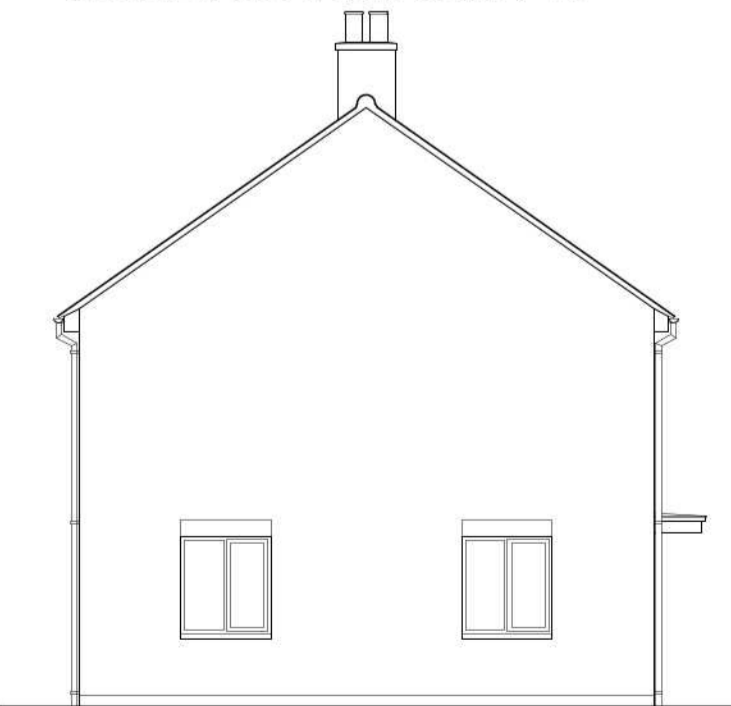
REAR ELEVATION PLOTS 3-4 AND 7-14



SIDE ELEVATION PLOTS 3 AND 7-13



SIDE ELEVATION PLOTS 4 AND 14



SIDE ELEVATION PLOTS 3 AND 7-13



SIDE ELEVATION PLOTS 4 AND 14

PLOTS 1-6 TO HAVE -  
CAST STONE WINDOW HEADERS AND SOFFITS  
COLOURED WINDOW FRAMES  
BLACK FASCIAS AND SOFFITS

REV	DATE	BY	REVISION NOTES
A	23.09.21	CWM	REMOVED PLOT 7 FF WINDOWS

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PARTNERS  
in PLANNING  
and ARCHITECTURE

PROJECT  
PROPOSED RESIDENTIAL DEVELOPMENT  
OFF PINGLE BANK,  
HOLME  
CAMBRIDGESHIRE

CLIENT  
MR N COLLETT

DRAWING TITLE  
HOUSE TYPES PLOTS 3-4 AND 7-14  
FLOOR PLANS AND ELEVATIONS

DRAWN BY NFM	SCALE 1:100 @ A2 1.0 2.0 3.0 4.0 5.0 6.0
DATE 29/02/20	DWG. No. 10/07/101/01
	REV. A





FRONT ELEVATION PLOT 15



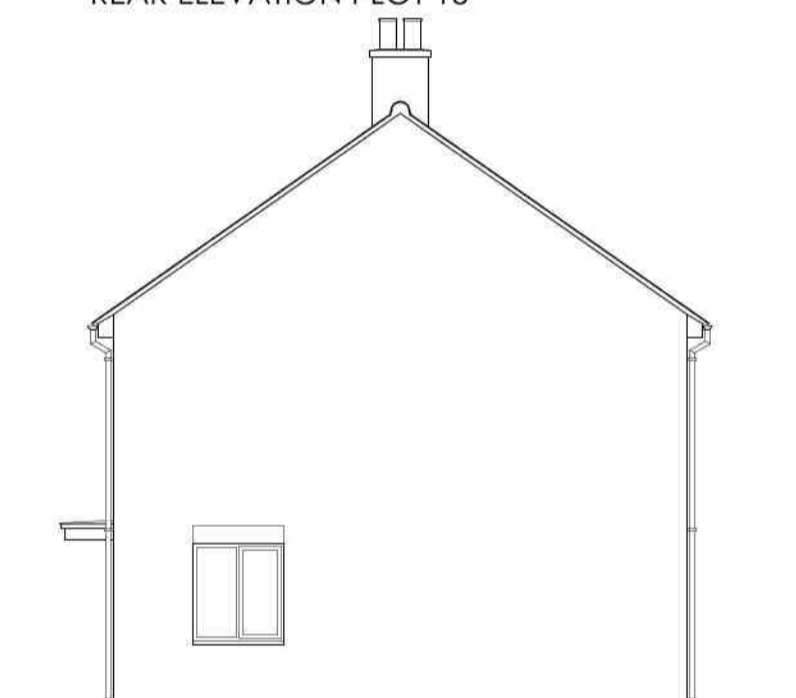
FRONT ELEVATION PLOTS 16-17



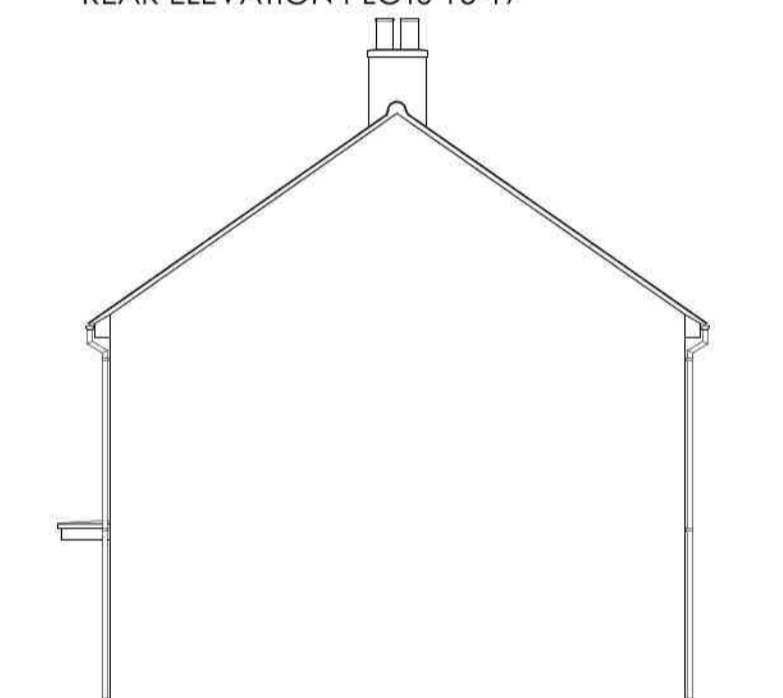
REAR ELEVATION PLOT 15



REAR ELEVATION PLOTS 16-17



SIDE ELEVATIONS



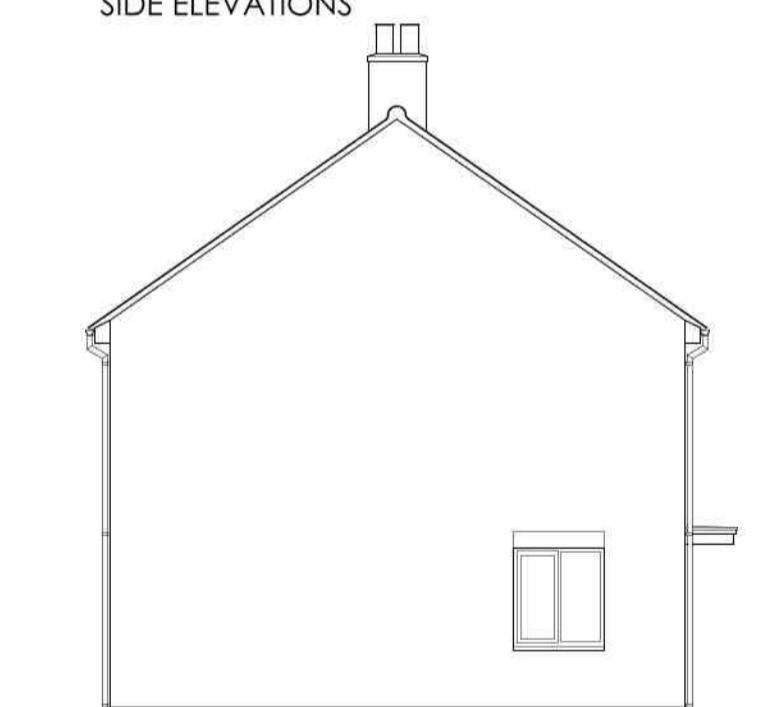
SIDE ELEVATIONS



SIDE ELEVATIONS



SIDE ELEVATION PLOTS 15 AND 17



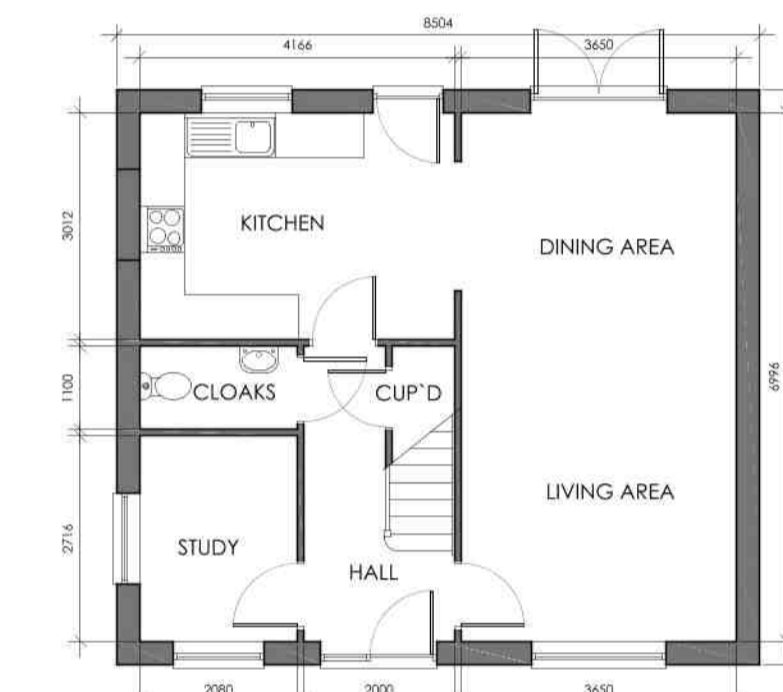
SIDE ELEVATION PLOTS 15 AND 17



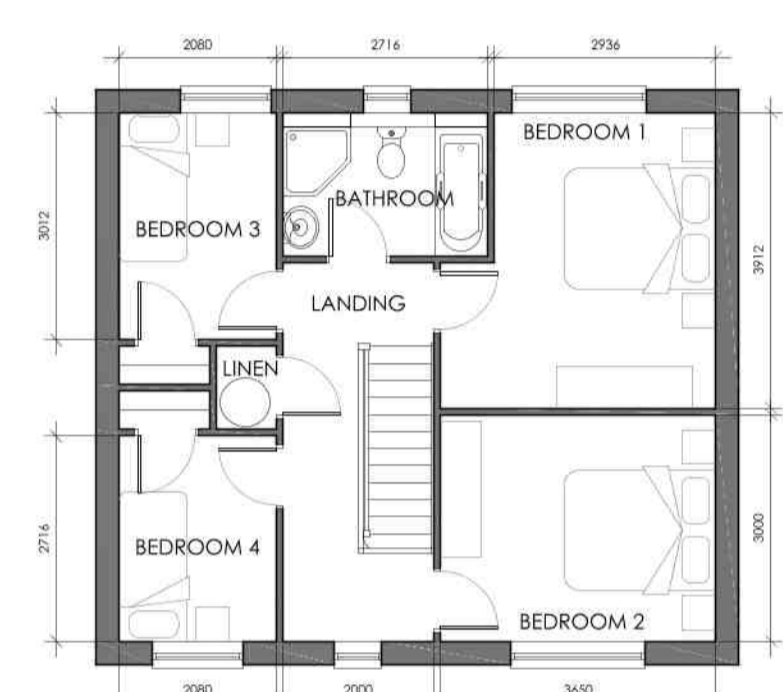
GROUND FLOOR PLAN PLOT 15 GIA 110.52m<sup>2</sup> (1190H<sup>2</sup>)



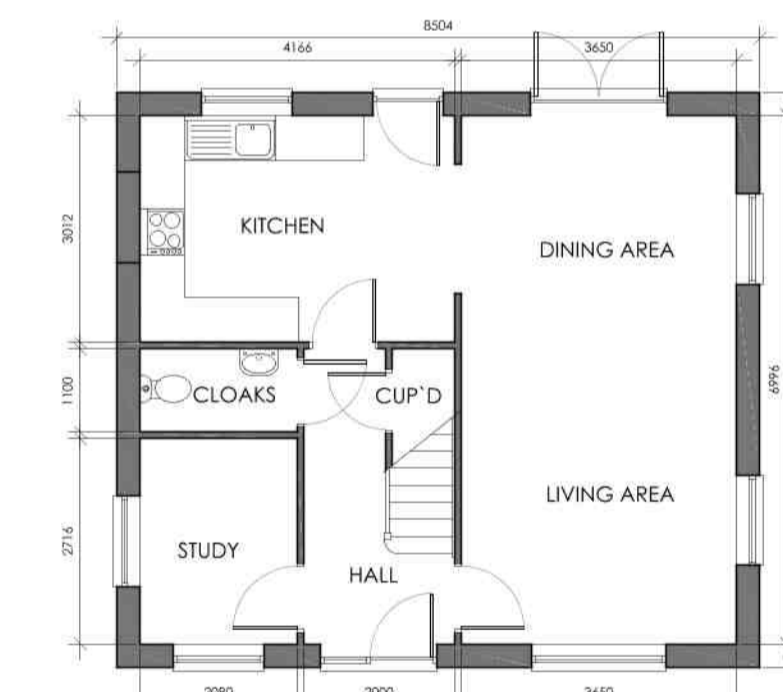
FIRST FLOOR PLAN PLOT 15



GROUND FLOOR PLAN PLOT 16 GIA 110.52m<sup>2</sup> (1190H<sup>2</sup>)



FIRST FLOOR PLAN PLOT 16



GROUND FLOOR PLAN PLOT 17 GIA 110.52m<sup>2</sup> (1190H<sup>2</sup>)



FIRST FLOOR PLAN PLOT 17

REV	DATE	BY	REVISION NOTES

Suite 2, Clare Hall,  
St Ives Business Park,  
Parsons Green,  
St Ives,  
Cams, PE27 4WY

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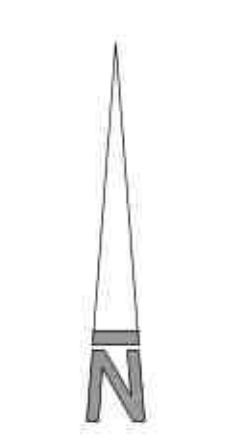
**PARTNERS**  
in PLANNING  
and ARCHITECTURE

PROJECT  
PROPOSED RESIDENTIAL DEVELOPMENT  
OFF PINGLE BANK,  
HOLME  
CAMBRIDGESHIRE

CLIENT  
MR N COLLETT

DRAWING TITLE  
HOUSE TYPES PLOTS 15-17  
FLOOR PLANS AND ELEVATIONS

DRAWN BY	SCALE	1:100 @ A1
NFM	1.0 2.0 3.0 4.0 5.0 6.0	
DATE	DWG. No.	REV.
29/02/20	10/07/101/03	



STATION ROAD

43m

43m

Proposed uncontrolled pedestrian crossing

76m

78m

43m

Proposed uncontrolled pedestrian crossing

Station Road

43m

43m

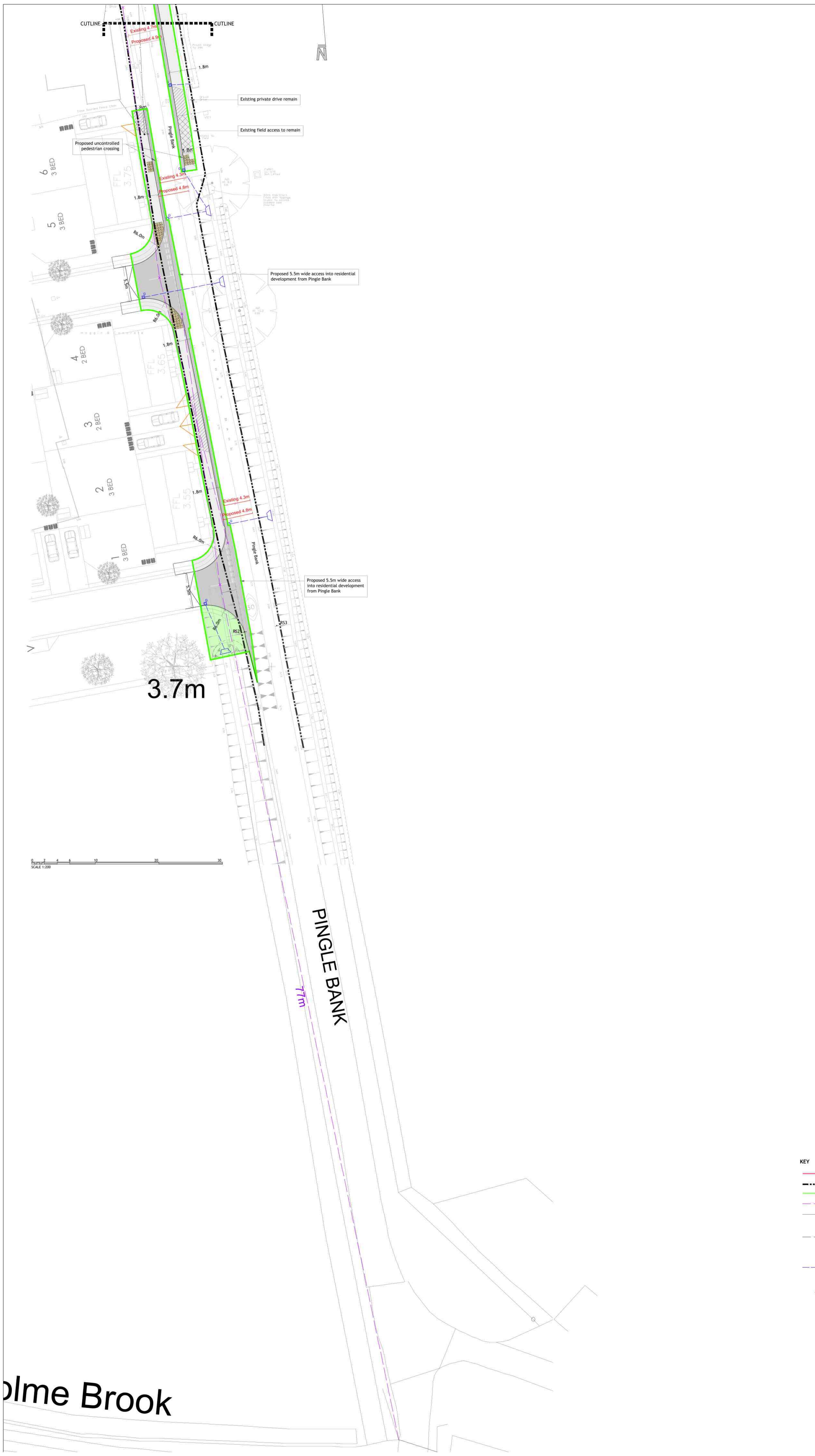
**KEY**

	Crossing point visibility splays		Proposed asphalt carriageway
	Highway boundary		Proposed asphalt footway
	Extent of Section 278 works		Proposed grass verge
	Visibility splay 2.4m x 43.0m (30mph)		Vehicle access (light)
	Existing overhead cables		Vehicle access (heavy)
	Street name plate		Tactile paving
	Road sign		
	Existing surface water sewer		
	Proposed adoptable Highway Authority road gully		
	Proposed adoptable Highway Authority concrete sandbag headwall		



CUTLINE

PROJECT		
Proposed residential development, Pingle Bank, Holme, Peterborough		
CLIENT		
NJC and Sons Farms Limited		
DRAWING TITLE		
Highway Improvement Plan - North		
DRAWN	DJM	SCALES 1:200 @ A0
DATE	16/06/22	DWG. No. 10/07/F1
		REV.

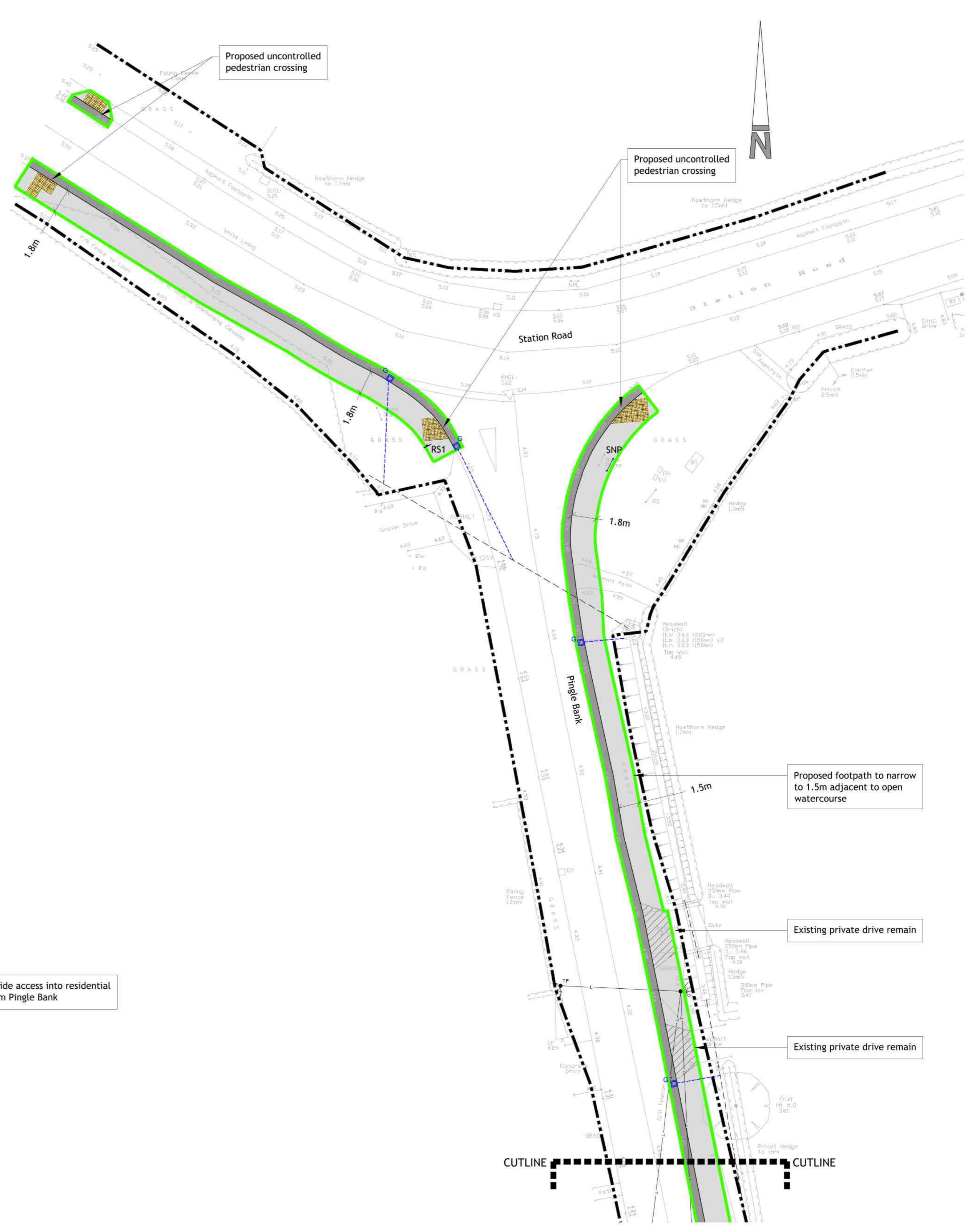


**KEY**

	Crossing point visibility splays		Proposed asphalt carriageway
	Highway boundary		Proposed asphalt footway
	Extent of Section 278 works		Proposed grass verge
	Visibility splay 2.4m x 43.0m (unless otherwise stated)		Vehicle access (light)
	Existing overhead cables		Vehicle access (heavy)
	Street name plate		Tactile paving
	Road sign		
	Existing surface water sewer		
	Proposed adoptable Highway Authority road gully		
	Proposed adoptable Highway Authority concrete sandbag headwall		
	2m x 2m pedestrian visibility splay		

PROJECT		
Proposed residential development, Pingle Bank, Holme, Peterborough		
CLIENT		
NJC and Sons Farms Limited		
DRAWING TITLE		
Highway Improvement Plan - South		
DRAWN	DJM	SCALES 1:200@ A0
DATE	16/06/22	DWG. No. 10/07/F2
		REV.

Holme Brook



- KEY**
- Site boundary
  - Highway boundary
  - Extent of Section 278 works
  - Visibility splay 2.4m x 43.0m (30mph)
  - Existing overhead cables
  - SNP — Street name plate
  - RSx — Road sign
  - Existing surface water sewer
  - Proposed adoptable Highway Authority road gully
  - Proposed adoptable Highway Authority concrete sandbag headwall
  - Proposed asphalt carriageway
  - Proposed asphalt footway
  - Proposed grass verge
  - Vehicle access (light)
  - Vehicle access (heavy)
  - Tactile paving

- NOTES**
- Contractors must check all dimensions on site. Only figured dimensions are to be worked from. Discrepancies must be reported to the Architect or Engineer before proceeding. © This drawing is copyright.
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  - Until technical approval has been obtained from the relevant authorities, all drawings are issued as preliminary and not for construction. Should the Contractor commence site work prior to the approval being given it is entirely at their own risk.
  - Woods Hardwick cannot accept any discrepancies in terms of coordinates or any other information deciphered from .dwg files.
  - The exact location and level of all existing sewers, drains and services are to be confirmed on site prior to the commencement of any works.
  - Works to be undertaken in accordance with Cambridgeshire County Council - Housing Estate Road Construction Specification (April 2018).

**SAFETY, HEALTH AND ENVIRONMENTAL**

In addition to the hazards, risks normally associated with the type of work detailed on this drawing, note the following significant risks and information.

Construction:

- Quantity, location & level of buried utilities and/or structures unknown. Contractor to undertake detailed survey prior to the commencement of any works and confirm with statutory utility providers that proposed works do not affect their apparatus.
- Close proximity to existing overhead statutory utility cables.

For information relating to end use, maintenance, demolition, see the health and safety file.

It is assumed that all works will be carried out by a competent Contractor, where appropriate, to an approved method statement.

WORKS IN ACCORDANCE WITH APPROVED PLANNING DRAWINGS '10/07/SL1 REV A' & '10/07/11' (17/00101/OUT)

REV	DESCRIPTION	DRN	CHD	DATE	
<input checked="" type="checkbox"/>	PRELIMINARY	<input type="checkbox"/>	INFORMATION	<input type="checkbox"/>	TENDER
<input type="checkbox"/>	CONSTRUCTION	<input type="checkbox"/>	AS BUILT		
SCALE	1:200 @ A1	DATE	OCTOBER 2020		
DRAWN	ML	CHK	PK		
DRAWING NO.	18859-PBHO-5-500	REV	-		
TITLE	PINGLE BANK HOLME				
DETAILS	SECTION 278 AGREEMENT GENERAL ARRANGEMENT				

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PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS DRAWING

