

CAMBOURNE TOWN COUNCIL

District of South Cambridgeshire

Council Meeting 17th May 2022

Pedestrian Crossings

The Town Council following appreciating the need for pedestrian crossings in Cambourne the Council discussed with Cambridgeshire County Council how the crossings could be installed. The Town Council was informed that the Crossings would need to meet certain criteria (copy of report attached).

The Town Council commissioned 8 pedestrian and traffic counts in 8 locations around Cambourne (see attached map) these were carried out by the mounting of cameras in key locations close to the locations of the suggested crossings. Over the past few years the Council has through the Local Improvement scheme managed to get the crossing's at School Lane/Swansley Lane and Lancaster Gate/Eastgate these cost over £27,000 each to install the crossings. The next crossing was to be Monkfield Lane.

The Council when considering the application for the McCarthy Stone development on the Corner of The High Street and Monkfield lane requested that McCarthy Stone install a Pedestrian crossing on Monkfield Lane to improve road safety in the area. Copy of the Councils comment below.

It was recommended that the councillors' previous comments are reiterated "to object to the application. The Council generally support the application but are concerned that our concerns have not been taken into account in relation to road safety. The concerns being 1, the transport assessment does not reflect the whole use of the site, including the shops. 2, Services of the building including time restriction on servicing the shops, should be imposed to minimise impact on adjacent residential dwellings. A Zebra crossing should be provided on Monkfield Lane to assist crossing the road for residents heading to the library and doctors, to ensure pedestrian safety. The Parish Council Planning Committee recommend the application be referred to the District Planning Committee for review." As the number of flats has materially changed the s106 should be renegotiated to reflect the additional numbers. Consideration should be given to increasing the parking allocation to reflect the additional 5 units

Originally this was going to be done as a unilateral undertaking. This was subsequently changed to a condition of the Planning Approval Notice condition 25 extract from the decision notice below (full copy attached).

**SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL Ref. S/1685/19/FL
CAMBRIDGESHIRE TOWN AND COUNTRY PLANNING ACT 1990 PLANNING
PERMISSION SUBJECT TO CONDITIONS Decision Date: 11 September 2019**

25. Prior to the first occupation of any dwelling hereby approved, a detailed scheme for off-site highway improvement works shall be submitted to and approved in writing to the Local Planning Authority in consultation with the Highway Authority. The detailed scheme shall be in the form of a pedestrian crossing on High Street or Monkfield Lane to improve pedestrian connectivity between the development and the village centre. Subject to a successful Traffic Regulation Order (TRO) the detailed scheme as

Agenda item 14

approved shall be implemented within 12 months of any dwelling hereby permitted being occupied, to the satisfaction of the Local Planning Authority. (Reason - To ensure appropriate ease of access to and from the site, linking with its surroundings and existing facilities, in accordance with Policy HQ/1(f) of the South Cambridgeshire Local Plan 2018)

Subsequently an application was made to discharge condition 25, but this did not have reference to the pedestrian crossing copy attached. We were only sent it for information only (Copy attached).

A letter is being prepared to Stephen Kelly Joint Director of Planning and Economic Development Greater Cambridge Partnership and John Tonkiss, Chief Executive Officer, McCarthy Stone seeking clarification of why the pedestrian crossing was not included as part of the discharge of condition 25 and why it was approved without a key element of the condition omitted.

CAMBOURNE PARISH COUNCIL
District of South Cambridgeshire

Annual Council Meeting 16th May 2017

Pedestrian Crossings

Further to the commissioning of counts at 8 sites around Cambourne (a map attached). This has now been carried out by PCC and the results put into a spreadsheet to calculate the PV^2 formula for Crossing Assessment. (Copy attached of Assessment Criteria and Findings).

The $ADPV^2$ results are as follows

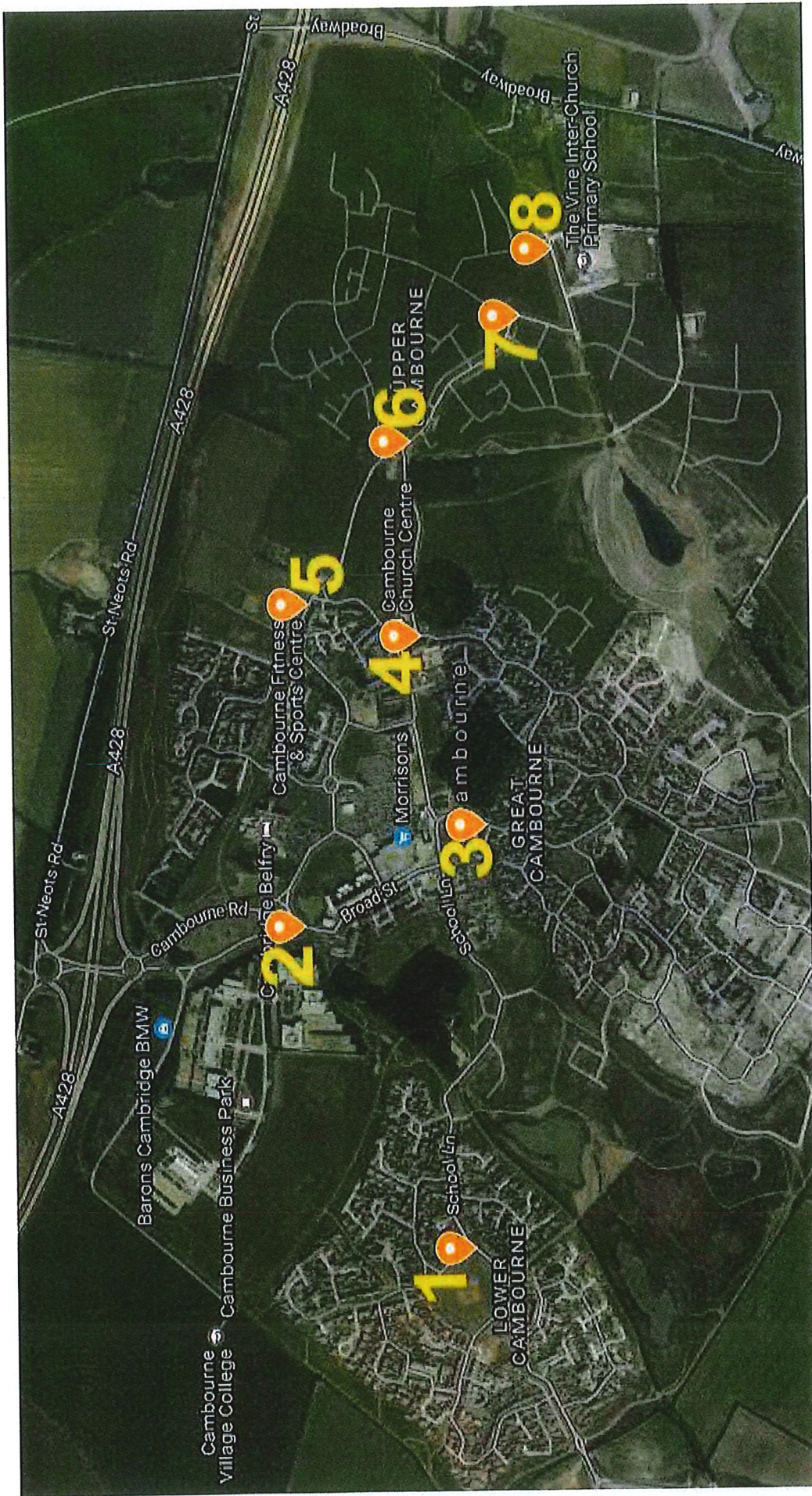
Site 1 0.477 School Lane/Swansley Lane
Site 2 0.036
Site 3 0.192 Monkfield Lane
Site 4 0.012
Site 5 0.036
Site 6 0.370 Lancaster Gate/Eastgate
Site 7 0.066
Site 8 0.006

Using Section A8 of Appendix Z it means that:

Sites that have $ADPV^2$ of 1 or higher would justify a crossing, between 1.0 and 0.7 would go on a secondary list for review and monitoring as part of a forward programme.

If the $ADPV^2$ is between 0.2 & 0.7 (sites 1 & 6) a controlled crossing facility would not be recommended and alternatives such as pedestrian refuge or zebra crossing should be considered.

Where $ADPV^2$ are below 0.2 (sites 2, 3, 4, 5, 7 & 8) then a crossing facility would not normally be justified.



The Modified PV2 Formula for Crossing Assessment

Introduction

It has long been accepted national practice to assess the justification for a pedestrian crossing using a calculation involving both pedestrian and vehicle flows. This is known as 'PV2' and effectively evaluates the potential for conflict between vehicles and pedestrians.

The following paragraphs explain in more detail the way in which the formula has previously been revised to enable other factors influencing pedestrians crossing a road to be taken into account.

Assessment of Revised Criteria

- A.1 The main factor which determines the risk of crossing the road is the number and length of gaps in the traffic which may be perceived by the pedestrian as being safe to use (this is referred to as gap acceptance). The average gap regarded as acceptable varies according to the age and ability of the pedestrian, and is also affected by the width of the road, the number of traffic streams (one way, two way, single or multi lane), speed and composition of traffic, and visibility. In practice, in the case of a standard 7.3m width urban two-way road, the average acceptable gap is around 7 seconds for an able person, up to 12 seconds for an elderly person and twice as much again for a mobile but disabled person. Although children (under 16) are generally able to accept relatively short gaps in the traffic from a physical point of view, they are in terms of vulnerability often more equivalent to the category of elderly person than able bodied adults. It follows that the average gap acceptable to pedestrians should allow for the numbers of under 16's, over 65's and disabled being weighted to reflect their degree of vulnerability. These weightings have been increased also to reflect

public concerns about crossing the road and the revised values are as follows:

- under 16's count as 4 (previously 1.7)
- over 65's count as 4 (previously 1.7)
- disabled count as 6 (previously 3.4)
- remainder (including cyclists etc. crossing) count as 1

- A.2 The level of difficulty experienced in crossing the road is influenced by the width of the road, the speed of traffic, and the number of lanes being crossed. The difficulty factor (D) can be calculated as follows to represent a comparison with the standard 7.3m urban 30mph two way roads as defined in paragraph A.1 above.

Higher speed roads are additionally weighted to reflect the greater difficulty of assessing acceptable gaps (but see paragraph A.7.)

ROAD TYPE	DIFFICULTY FACTOR (D)
Two way roads up to 30mph speed limit	Actual width / 7.3
Two way roads over 30 mph speed limit	1.2 x actual width / 7.3
One way single lane roads up to 30mph speed	0.8 x actual width / 7.3

limit
 One way single lane roads over 30mph speed
 limit

Actual width / 7.3

- A.3 In order to take account of the potential accident benefits when assessing relative justification of particular sites, the accident record is used to further weight and balance the numerical criteria. This weighting, known as the accident factor A, is calculated from the following formula:
 $A = (1 + \frac{N}{10})$ where N = number of pedestrian injury accidents during last 3 years.
- 10
- A.4 Whilst the concept of the PV² measurement represents a relative degree of risk based on conflict assessment, the following definitions of the values of P and V are considered more appropriate for today's needs:
 The pedestrian volume is weighted to reflect the proportions of young, elderly, and disabled persons recorded (see paragraph A.1 above) to arrive at the revised total for P. Where crossings are supporting Safer Routes to School or are contained within a developer funded proposal, estimates of pedestrian usage can be applied.
 The vehicle volume is weighted to reflect the proportion of heavy goods vehicles and buses. This is achieved by multiplying the combined total of heavy goods vehicles and buses by a factor of 2.5 and adding the result to the remaining vehicles recorded to arrive at the revised total for V.
- A.5 The revised formula for assessing the justification of a controlled crossing facility can be expressed as follows:
 $ADPV^2$, where
- A = accident weighting factor
 - D = difficulty factor for road traffic conditions
 - P = weighted sum of pedestrian movements
 - V = weighted volume of traffic
- The revised numerical criteria will be 100% met when the value of $ADPV^2$, based on the average of the four highest hours for the PV² element, equals or exceeds 1×10^8 (100 million) for a single carriageway, or 2×10^8 for a dual carriageway (see paragraph A.6).
- A.6 Previous guidelines have recommended that for dual carriageway sites, the level of justification for pelican crossings should be double that for single carriageway (because the pedestrians are provided with two separate crossings, each dealing with one direction of flow). It is considered that this practice should be retained within the revised policy.
- A.7 Current advice from the DfT is that surface crossings should not be installed at sites where the 85th percentile speed exceeds 50mph. As the 85th percentile traffic speeds within 40mph limits typically range up to 47mph, this effectively means that such crossings should not normally be installed unless there is a local speed limit of 40mph or less, unless there are consistent records that actual traffic speeds (85th percentile) do not exceed 50 mph. Where speeds exceed these values, it may be possible to install measures to reduce vehicle speeds to the required level so that a crossing can be provided.

- A.8 Where the revised value of ADPV² equals or exceeds 1×10^8 , then a crossing is considered to be justified, and subject to physical constraints on site, be added to a primary list for consideration as part of the works programme. Where this value is between 0.7 and 1.0×10^8 , then the crossing would be added to a secondary list for review and monitoring as part of a forward programme. As under previous policy application, dual carriageway sites will require double the level of justification, i.e. ADPV² to equal or exceed 2×10^8 for consideration on the primary list, and 1.4×10^8 for adding to the secondary list. Where the value of ADPV² is between 0.2 and 0.7×10^8 , then a controlled crossing would not be recommended, and alternatives such as a pedestrian refuge or zebra crossing should be considered. Where the value of ADPV² is below 0.2 , then a crossing facility would not normally be justified, but the site may be reviewed on its merits with regard to local and/or special needs and may be considered subject to funding.

A.9 Pedestrian Refuges

Where a pedestrian refuge is to be assessed for inclusion in a programme of works, the following factors are considered to determine the suitability of the site:

- Road carriageway width
- Driver and pedestrian visibility
- Vertical road alignment (crests of hills or troughs).
- Nearby junctions
- Location of School Crossing Patrol
- Location of access crossovers and gateways off the highway
- Existing parking restrictions (or required)
- Availability of power for illumination of bollards

A.10 Zebra Crossings

APPENDIX 2

Consideration will be given for the installation of a zebra crossing taking account of the following factors:

- Not suitable where gaps in traffic are few and waiting times are long.
- Not safe where there is no 30mph limit or where 85%ile speeds are greater than 35mph
- There must be an obvious pedestrian desire line to be linked or the road creates a significant community severance.
- Must not be within built-up areas where traffic signals and signal-controlled crossings exist or are planned.
- Will only be considered at sites with low assessment values. Therefore as such they will not be considered as candidates for upgrade to signal controlled crossings.
- Zebras should not be installed where there are significant numbers of known users with severe visual impairment.
- Zebras will only be installed where a system of street lighting of approved standard exists. Supplementary lighting is prone to vandalism and generates light pollution and therefore should not be relied upon.
- Warning signs for drivers must be used as prescribed in TSRGD on both approaches.

TOWN AND COUNTRY PLANNING ACT 1990

**PLANNING PERMISSION
SUBJECT TO CONDITIONS**

Decision Date: 11 September 2019

Mr Martyn,
The Planning Bureau Ltd
Orion House
Orion Way
Kettering
NN15 6PE

The Council hereby grants permission for Erection of 54 retirement apartments, 221sqm of retail/financial and professional services space (A1/A2 use class), communal facilities, landscaping, car parking and ancillary development.

At: Land at High Street / Monkfield Lane, Cambourne, Cambridgeshire
For: Scanlon, McCarthy & Stone Retirement Lifestyles

In accordance with your application dated 10 May 2019 and the plans, drawings and documents which form part of the application, subject to conditions set out below.

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
(Reason - To ensure that consideration of any future application for development in the area will not be prejudiced by permissions for development, which have not been acted upon.)
2. The development hereby permitted shall be carried out in accordance with the following approved plans and documents submitted with this application:
Plan numbers: 41011/101C, 41011/019A, 41011/102B, 41011/013B, 41011/104B, 41011/105B, 41011/107B and 41011/108B.
(Reason - To facilitate any future application to the Local Planning Authority, under Section 73 of the Town and Country Planning Act 1990)
3. No development shall take place until a plan showing the finished floor levels of the proposed dwellings in relation to the existing and proposed ground levels of the surrounding land has been submitted to and agreed in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.
(Reason - In the interests of residential/visual amenity, in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018. This is a pre-commencement condition as levels will need to be agreed before development begins)
4. No development shall take place until a traffic management plan has been submitted to and agreed in writing by the Local Planning Authority. This will include the following details:
 - (i) Movements and control of muck away lorries (all loading and unloading shall be undertaken off the adopted public highway)
 - (ii) Contractor parking; provide details and quantum of the proposed car parking and methods of preventing on street car parking.
 - (iii) Movements and control of all deliveries (all loading and unloading shall be undertaken off the adopted public highway)

TOWN AND COUNTRY PLANNING ACT 1990

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SUBJECT TO CONDITIONS

Decision Date: 11 September 2019

soft landscape areas.

g) Details of the proposed maintenance and aftercare of all SUDS areas.

(Reason- To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies NH/4 and HQ/1 of the South Cambridgeshire Local Plan 2018.

8. All hard and soft landscape works shall be carried out in accordance with the approved details. All landscape works shall be completed prior to the occupation of any part of the development, or in accordance with a phased programme agreed in writing with the Local Planning Authority. (Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies NH/4 and HQ/1 of the South Cambridgeshire District Council Local Plan 2018.)
9. All soft landscape areas shall be monitored annually for a period of five years from completion. If within a period of five years from the completion of the soft landscaping works, any tree, shrub or plant, or area of turf is removed, uprooted, dies, becomes significantly diseased or fails to exhibit reasonable growth, then a replacement tree shrub or plant or area of turf of the same species and specification as the original shall be provided in the same location during the current or next available planting season, unless the Local Planning Authority gives its written consent to any variation. (Reason - To ensure the development enhances the local character and provides high quality landscaping that integrate the development into its surroundings and enhances biodiversity in accordance with Policies HQ/1 NH/2 and NH/4 of the South Cambridgeshire Local Plan 2018.)
10. No development above base course level shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the development is occupied in accordance with the approved details and shall thereafter be retained. (Reason - To ensure that the appearance of the site does not detract from the character of the area, in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018)
11. The building, hereby permitted, shall not be occupied until vehicular parking has fully been laid out within the site and thereafter fully maintained and retained in accordance with the approved site plan 41011/010L. (Reason - In the interests of highway safety, in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018)
12. The building, hereby permitted, shall not be occupied until covered and secure cycle parking has been provided within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be installed in accordance with the approved details and thereafter maintained for the parking of cycles. (Reason - To ensure the provision of covered and secure cycle parking, in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018)
13. The A1/A2 units, hereby permitted, shall not be occupied until a scheme demonstrating where delivery vehicles will park to service the proposed A1/A2 units has been submitted to and agreed in writing with the Local Planning Authority. The scheme shall be implemented in accordance with the approved details and thereafter maintained for the servicing of the proposed A1/A2 units. (Reason - In the interests of highway safety, in accordance with Policy HQ/1 of the South

TOWN AND COUNTRY PLANNING ACT 1990

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HQ/1 of the South Cambridgeshire Local Plan 2018)

19. Details of the location and type of any power driven plant or equipment including equipment for heating, ventilation and for the control or extraction of any odour, dust or fumes from the building(s) but excluding office equipment and vehicles and the location of the outlet from the building(s) of such plant or equipment shall be submitted to and approved in writing by the Local Planning Authority before such plant or equipment is installed; the said plant or equipment shall be installed in accordance with the approved details and with any agreed noise restrictions.
(Reason - To protect the occupiers of adjoining buildings (dwellings) from the effect of odour, dust or fumes, in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018)
20. No development above base course shall take place until a scheme of ecological enhancement to the building has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the features to be enhanced, recreated and managed for species of local importance both in the course of development and in the future, and will include features such as bird boxes and bat bricks. The scheme shall be carried out prior to the occupation of any part of the development or in accordance with a programme to be agreed in writing with the Local Planning Authority, and retained thereafter.
(Reason - To achieve a net gain in ecological habitats, in accordance with the NPPF)
21. No external lighting shall be provided or installed within the site other than in accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority.
(Reason - To minimise the effects of light pollution on the surrounding in accordance with Policy SC/9 of the South Cambridgeshire Local Plan 2018)
22. The vehicular access into the site shall be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway and the access is constructed using a bound material.
(Reason - In the interests of highway safety)
23. The building, hereby permitted, shall not be occupied until details set out in sections 3 and 4 of the approved Energy Statement have been fully implemented. The sustainability details shall be retained thereafter unless otherwise agreed in writing by the Local Planning Authority.
(Reason - To ensure an energy efficient and sustainable development, in accordance with Policies CC/1 and CC/3 of the South Cambridgeshire Local Plan 2018.)
24. The building, hereby permitted, shall not be occupied until details set out in section 4 of the approved Energy Statement have been implemented and retained thereafter.
(Reason - To ensure an energy efficient and sustainable development, in accordance with Policy CC/4 of the South Cambridgeshire Local Plan 2018)
25. Prior to the first occupation of any dwelling hereby approved, a detailed scheme for off-site highway improvement works shall be submitted to and approved in writing to the Local Planning Authority in consultation with the Highway Authority. The detailed scheme shall be in the form of a pedestrian crossing on High Street or Monkfield Lane to improve pedestrian connectivity between the development and the village centre. Subject to a successful Traffic Regulation Order (TRO) the detailed scheme as approved shall be implemented within 12 months of any

TOWN AND COUNTRY PLANNING ACT 1990

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Service has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been implemented.
(Reason - To ensure an adequate water supply is available for emergency use).

33. If during the development contamination not previously identified is found to be present at the site, such as (but not limited to) physical or visual evidence of contamination such as fuels/oils, waste/refuse or backfill or asbestos, then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved to the satisfaction of the Local Planning Authority.
(Reason – To ensure that risks from land contamination to the future users of the land, site construction workers and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy SC/11 of the South Cambridgeshire Local Plan.)

General

1. **Statement as to how the Local Planning Authority (LPA) has worked with the applicant in a positive and proactive manner on seeking solutions**

The LPA positively encourages pre-application discussions. Details of this advice service can be found on the Planning pages of the Council's website www.scambs.gov.uk. If a proposed development requires revisions to make it acceptable the LPA will provide an opinion as to how this might be achieved. The LPA will work with the applicant to advise on what information is necessary for the submission of an application and what additional information might help to minimise the need for planning conditions. When an application is acceptable, but requires further details, conditions will be used to make a development acceptable. Joint Listed Building and Planning decisions will be issued together. Where applications are refused clear reasons for refusal will identify why a development is unacceptable and will help the applicant to determine whether and how the proposal might be revised to make it acceptable.

In relation to this application, it was considered and the process managed in accordance with paragraphs 186 and 187 of the National Planning Policy Framework.

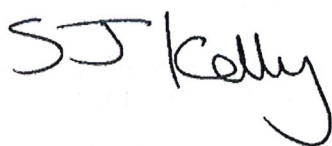
2. Circular 04/2008 (Planning Related Fees) states that where an application is made under Article 21 of the Town and Country Planning (General Development Procedure) Order 1995 [now superseded by Article 30 of the Town and Country Planning (Development Management Procedure)(England) Order 2010], a fee will be payable for any consent, agreement or approval required by condition or limitation attached to the grant of planning permission (or reserved matter consent).

TOWN AND COUNTRY PLANNING ACT 1990

PLANNING PERMISSION
SUBJECT TO CONDITIONS

Decision Date: 11 September 2019

To help us enhance our service to you please complete our [Customer Service Questionnaire](#)



Stephen Kelly

Joint Director for Planning and Economic Development for Cambridge and South Cambridgeshire

South Cambridgeshire Hall, Cambourne Business Park, Cambourne, Cambridge, CB23 6EA

THIS PERMISSION DOES NOT CONSTITUTE APPROVAL UNDER BUILDING REGULATIONS AND IS NOT A LISTED BUILDING CONSENT OR CONSERVATION AREA CONSENT. IT DOES NOT CONVEY ANY APPROVAL OR CONSENT WHICH MAY BE REQUIRED UNDER ANY ENACTMENT, BYE-LAW, ORDER OR REGULATION OTHER THAN SECTION 57 OF THE TOWN AND COUNTRY PLANNING ACT 1990.

SEE NOTES OVERLEAF

TOWN AND COUNTRY PLANNING ACT 1990

**PLANNING PERMISSION
SUBJECT TO CONDITIONS**

Decision Date: 11 September 2019

IMPORTANT INFORMATION REGARDING CONDITIONS

If you have been granted Planning Permission and/or Listed Building Consent you may wish to get started immediately, however it is always important to carefully read the decision notice in full before any work begins.

The majority of Planning Permissions and Listed Building Consents have conditions attached. Some conditions request further information that requires approval by the Local Planning Authority before any development takes place ('pre-commencement'). All conditions are set out on the decision notice.

Under Section 7 of the Planning (Listed Buildings and Conservation Areas) Act 1990, it is a criminal offence to carry out unauthorised works to a listed building. Under Section 9 of the Act, a person shall be guilty of an offence should they fail to comply with any condition attached to the consent.

HOW DO I DISCHARGE THE CONDITIONS

Please note that the process takes up to eight weeks from the date the Local Planning Authority receives a valid application. Therefore it is important to plan ahead and allow plenty of time before work is due to commence.

You need to fill in a form to submit your request to discharge conditions, and accompany the relevant details/samples. You can download the necessary form by using the following link: <https://www.scambs.gov.uk/content/apply-planning-permission>. This form can be emailed directly to planning@scambs.gov.uk or submitted by post to South Cambridgeshire Hall, Cambourne Business Park, Cambourne, Cambridge, CB23 6EA

Alternatively you can submit an application to discharge the conditions through the Government's Planning Portal website: <https://www.planningportal.co.uk/applications>. Please note, The Planning Portal refers to it as 'Approval of details reserved by a condition'.

When the required information has been submitted you will receive a reference and an acknowledgement letter. Once the Local Planning Authority is satisfied that the requirement of the condition have been met you will receive a formal notification that the conditions have been discharged.

FEES

£0 – for all Listed Building Consent 'Discharge of Conditions' applications;

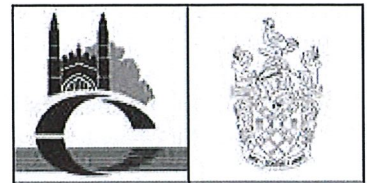
£34 – for all householder 'Discharge of Conditions' applications;

£116 – for all other types 'Discharge of Conditions' applications.

Please contact your Case Officer with any queries.

Our Ref: S/1685/19/CONDC
Your Ref: 41011 Cambourne - Discharge o...

23 December 2021



**GREATER CAMBRIDGE
SHARED PLANNING**

MR A CHHATRALIA
rg+p Ltd.
Waterloo House
71 Princess Road West
Leicester
LE1 6TR
United Kingdom

South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

www.scambs.gov.uk | www.cambridge.gov.uk

Dear MR CHHATRALIA

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL
Application for Approval of Details Reserved by Condition

Proposal: Submission of details required by condition 25 (Highway Improvement Works) of planning permission S/1685/19/FL

Site address: Land At High Street / Monkfield Lane Cambourne Cambridgeshire

Your client: McCarthy & Stone BEN Graham

Please find enclosed our formal decision notice relating to your client's application for approval of details relating to the above planning condition.

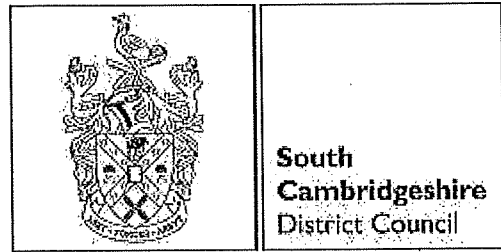
Yours sincerely

SJ Kelly
Joint Director For Planning & Economic Development For
Cambridge & South Cambridgeshire

South Cambridgeshire District Council
Town & Country Planning Act 1990

Condition Discharged in Full

Reference S/1685/19/CONDC
Date of Decision 23 December 2021



MR A CHHATRALIA
rg+p Ltd.
Waterloo House
71 Princess Road West
Leicester
LE1 6TR
United Kingdom

The Council hereby DISCHARGES IN FULL the following condition:

Submission of details required by condition 25 (Highway Improvement Works) of planning permission S/1685/19/FL

at

Land At High Street / Monkfield Lane Cambourne Cambridgeshire

in accordance with your application received 24th March 2021 and the plans, drawings and documents which form part of the application as described below:

Details

Condition 25

Documents/ Drawings:
SF278 639 MONKFIELD LANE CAMBOURNE
EM-2467-05-HE-006REVC MODS TO HIGHWAY
EM-2467-05-HE-007REVB MODS TO HIGHWAY
EM-2467-05-HE-008 S278 CONSTRUCTION DETAILS
EM-2467-05-HE-009REVA S278 EXTENTS PLAN

The submitted information has been reviewed by the County Highways Engineers and considered to be sufficient to enable the discharge of condition 25. Officers support this view and the condition is discharged in full.

Authorisation

Authorised by:

SJ Kelly

SJ Kelly
Joint Director For Planning & Economic Development For
Cambridge & South Cambridgeshire

South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

Date the decision was made: 23 December 2021

South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge,
CB23 6EA
www.scambs.gov.uk
03450 450500



Sent via email to:

8th April 2022

Planning Department
Heather Jones
Assistant Director Planning and Building Quality
GCSP & 3CBC
Email:heather.jones@greatercambridgeplanning.org

Dear Chris

Ref: S/1685/19/FL - Land at High Street/Monkfield Lane, Cambourne, Cambridgeshire

Thank you for our recent meeting regarding the discharge of conditions on the above application.

Just to confirm our conversation, we note that you submitted a deemed discharge notice relating to conditions 12, 25, 27, 29 and 30 to the LPA. This came into effect on 21 September 2021.

Since that time the LPA has issued decisions on these conditions despite them already being subject to a deemed discharge notice. You have raised this with Mr Nigel Blazeby previously.

To resolve this matter, we will therefore add a note to the application file on the basis that we confirm conditions 12, 25, 27, 29 and 30 were the subject of a deemed discharge notice.

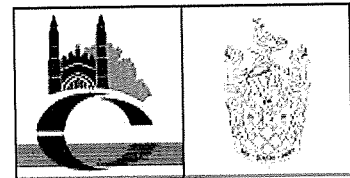
I apologise for this inconvenience.

All the very best

Heather Jones
Assistant Director Planning and Building Quality GCSP & 3CBC

Our Ref: S/1685/19/CONDC

12 April 2021



GREATER CAMBRIDGE
SHARED PLANNING

John Vickery
Cambourne Parish Council
Cambourne Parish Council
Cambourne Community Centre
High Street
Cambourne
Cambridge
Cambridgeshire
CB23 6GW

South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

www.scambs.gov.uk | www.cambridge.gov.uk

Dear Mr Vickery

South Cambridgeshire District Council
Information on application for Approval of Details Reserved by Condition

Reference: S/1685/19/CONDC

Proposal: Submission of details required by condition 25 (Highway Improvement Works) of planning permission S/1685/19/FL

Site address: Land At High Street / Monkfield Lane Cambourne Cambridgeshire

Applicant: McCarthy & Stone BEN Graham.

For your information only, this is planning application has been received.

Full details of the application can be viewed online at:
<https://applications.greatercambridgeplanning.org>

Yours sincerely

Aaron Coe
Senior Planning Officer

Email: Aaron.Coe@greatercambridgeplanning.org
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COVID-19 Measures

Council Offices Are Currently Closed For Business. All Correspondence Should Be Submitted Electronically To Avoid Delays In Processing.