



# St Ives Town Council

## Twinned with Stadtallendorf

Town Clerk: Alison Benfield BA (Hons) FSLCC

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Issued: 9 September 2021

**Councillors N Dibben, T Drye, J Tiddy, D Rowe, N Wells, C Smith, J Kerr, S Mokbul,  
P Hussain (ex officio)**

You are hereby summoned to attend the **Reconvened Meeting** of the **Planning Committee** of St Ives Town Council to be held in the **Town Hall** on **Wednesday 15 September 2021 at 7.00 pm.**

**Christine Allison**  
**Deputy Town Clerk**

### AGENDA

**PL33.00 DECLARATIONS OF INTEREST**

To receive Declarations of Disclosable and/or Non-Disclosable Pecuniary Interests as set out in Chapter 7 of the Localism Act 2011 and the nature of those interests relating to any Agenda item.

**PL34.00 PUBLIC PARTICIPATION**

A maximum of 15 minutes is permitted for members of the public to address the Committee in accordance with the Town Council's approved Public Participation Policy.

**PL35.00 MINUTES**

To confirm as a correct record the Minutes of the Meetings of the Planning Committee held on 23 June, 14 July 2021 and 11 August 2021 (copies herewith).

**PL36.00 A1123 OPTIONS REPORT**

To receive report and to review the section relating to St Ives (copy herewith).

**PL37.00 PLANNING APPLICATIONS**

To consider the attached list of Planning Applications received (copy herewith).

**PL38.00 DEVELOPMENT MANAGEMENT COMMITTEE**

To receive information (if any) relating to St Ives.

**Minutes of the Meeting of the Planning Committee of St Ives Town Council  
held in the Corn Exchange on Wednesday 23 June 2021**

**Present:**

Town Mayor: Councillor P Hussain  
Councillors: N Dibben, D Rowe, J Tiddy, C Smith, N Wells

**In attendance:**

Deputy Clerk: C Allison  
Democratic Officer: S Rawlinson

The meeting was opened by the Town Mayor.

**PL01.00 APOLOGIES**

An apology for absence was received from Councillor T Drye (Personal).

**PL02.00 APPOINTMENT OF CHAIRMAN**

Nominations were requested for the appointment of a Chairman for the Committee.

Councillor Rowe proposed Councillor Dibben, seconded by Councillor Tiddy. There were no further nominations.

**RESOLVED:** that Councillor Dibben be appointed Chairman for the municipal year 2021-22.

*[Councillor Dibben in the Chair]*

**PL03.00 APPOINTMENT OF VICE CHAIRMAN**

Nominations were requested for the appointment of a Vice Chairman for the Committee.

Councillor Tiddy proposed Councillor Rowe, seconded by Councillor Smith. There were no further nominations.

**RESOLVED:** that Councillor Rowe be appointed Vice Chairman for the municipal year 2021-22.

**PL04.00 DECLARATIONS OF INTEREST**

**PL04.01** Declarations in respect of applications determined by delegated authority:  
**21/00832/FUL, 21/00863/FUL and 21/00941/FUL – All Members** – non pecuniary interest as the agent is a tenant of the Town Hall.  
**21/00648/FUL – Councillors D Rowe, N Dibben** – non pecuniary Interest as acquaintances of the agent and the applicant.  
**21/00648/FUL – Councillor N Wells** – non pecuniary interest as a Member of the Rowing Club and also as an acquaintance of the agent and applicant.

**PL04.02** Current applications:  
**21/01309/TRCA – Councillors N Dibben and D Rowe** – non pecuniary interest as acquaintances of the applicant.

**PL05.00 PUBLIC PARTICIPATION**

A resident raised concerns about the method of operation of the Planning Committee.

He alleged unlawful actions by the Council, in the light of the High Court judgement requiring all meetings to be face to face from 7 May, in that the Planning Committee

Chairman's  
Initials

continued to conduct business remotely. As a public body the Council was required to make all decisions in a public forum. Residents had been prevented from taking part under Public Participation.

He stated that the Council's authority did not exceed that of High Court rulings and it had broken the Code of Conduct and contravened a directive from the Secretary of State and the terms of the Public Bodies (Admission to Meetings) Act 1960.

He wished to hear what the Council intended to do to uphold these statutory rights.

The Chairman stated that determination by delegation had been used regularly in the past when applications required an urgent decision inbetween meetings, such as over the Christmas period and in August.

The Civic Society of St Ives made the following comments:

#### **Determination by delegation**

The Society supported the resident's comments above and noted that during the period of delegated responsibility, the planning applications had not been shown on the Council's web site. The Chairman apologised for that and said that this would be a lesson to be learned for the future.

**Application 21/00608** – The property in question was previously the Bathroom Barn, as shown on the Block and Location plans. If so the property is 8g Harding Way. The Society has no other concerns over the proposal.

**Application 21/01149/FUL** - Whilst the proposed house may be satisfactory there is insufficient information to understand how vehicular access to the property will be accommodated. Burstellers and, to a lesser extent, Erica Road are distributor roads. The junction is a busy one, care needs to be taken to ensure any new or extended access is away from the junction for both existing and proposed properties. We will be pleased if a condition is attached to both existing and proposed properties to require refuse bins be stored to the rear of the properties.

**Application 21/01211/LBC** - The Society consider the proposed replacement window should match the remaining windows in style.

**Agenda Item PL07.00** - The Civic Society are concerned about this request. The land adjacent to 10 Trent Close is a small part of the lands adjacent to Public Footpath Nr 1, as shown on CCC's footpath map. Residents and visitors are able to walk from Crown Street in the town centre to Woodhurst, largely on traffic free paths. The adjacent green areas in this section make it possibly the most pleasant footpath in the built up areas of the town. They are a prelude to the open country beyond.

The land adjacent to 10 Trent Close is one of nine or ten between Wheatfields School and Marley Road. Provided by the housing developers, i.e. by the house purchasers, for the enjoyment of everyone, and looked after for everyone by HDC, bits of the lands should not be sold off to individuals. The land should remain for everyone.

However, should the District Council choose to sell the land it should require, by covenant, A) that a similar brick wall to the existing boundary treatment be constructed and B) no building over 3m tall be constructed and no permanent building may be erected on the acquired land.

**PL06.00 MINUTES**

The Minutes of the Meeting held on 28 April 2021 were confirmed as a correct record and would be signed by the Chairman in due course.

**PL07.00 REQUEST TO ACQUIRE LAND**

A request had been made to HDC to acquire a plot of land adjacent to 10 Trent Close.

Members considered that the loss of any green spaces, which were in short supply, was unacceptable. This was a space regularly used by residents and pedestrians and was integral to the visual appeal of the area. It was considered that creating a narrow pedestrian route was not good for security and there were concerns that such a sale might create an unfavourable precedent in other areas.

**RESOLVED:** that the Committee oppose the sale of this land.

**PL08.00 PLANNING APPLICATIONS****PL08.01 Applications determined by delegated authority**

**RESOLVED:** that the applications determined by delegated authority be ratified.

**PL08.02 Planning Applications****PL08.02.01 21/00608/FUL**

Change of use from B8 (showroom/warehouse) to B8 and/or D1/F1(F) (place of worship/public worship or religious instruction)  
**8A Harding Way**  
**St Ives**

**RECOMMENDATION:** **Approval**  
Appropriate use of building  
(Noted that the property should be 8G Harding Way and not 8A).

**PL08.02.02 21/01041/FUL**

Single storey front/side/rear extensions & extended parking, following demolition of existing garage  
**12 Kiln Close**  
**St Ives**

**RECOMMENDATION:** **Approval**  
Appropriate scale of development  
Similar to other extensions in the street

**PL08.02.03 21/01149/FUL**

Proposed two storey dwelling  
**82 Burstellars**

Chairman's  
Initials

**St Ives****RECOMMENDATION:****Approval Subject to:**

Provision of site plan showing parking and access for 82 Burstellers and the dwelling next door.  
Assurance that the windows on the new dwelling will match those adjacent

**PL08.02.04 21/01211/LBC**

Internal works to include removal of some walling. Externally, one rotting door to be replaced by a small window

**1 Cromwell Place  
St Ives**

**RECOMMENDATION:****Approval**

Details and finishes to be agreed with Conservation Officers  
New window should match existing

**PL08.02.05 21/01309/TRCA**

T1 Mulberry: reduce 50cm away from phone line, thin upper crown by 10% to reduce weight on decayed stem

**Mulberry Cottage  
Chapel Lane  
St Ives**

**RECOMMENDATION:****Approval**

Extent of works to be agreed with Arboricultural Officer

**PL08.02.06 21/01239/FUL**

Erection of single tory timber clad detached garden room/outbuilding

**Homelyn  
106 Needingworth Road  
St Ives**

**RECOMMENDATION:****Approval**

Appropriate scale of development  
No adverse effect on street scene  
Condition that the building should not be used as a separate dwelling

**PL09.00 DEVELOPMENT MANAGEMENT COMMITTEE**

There were no matters relating to St Ives.

Chairman's  
Initials

Chairman:

Dated: 11 August 2021

**Minutes of the Meeting of the Planning Committee of St Ives Town Council  
held in the Corn Exchange on Wednesday 14 July 2021**

**Present:**

Chairman: Councillor N Dibben

Councillors: J Tiddy, C Smith, N Wells, P Hussain (ex officio)

**In attendance:**

Councillors: S Mokbul, J Kerr

Deputy Clerk: C Allison

Democratic Officer: S Rawlinson

**PL10.00 APOLOGIES**

Apologies for absence were received from Councillor T Drye (Personal) and from Councillor D Rowe (business commitment).

**PL11.00 DECLARATIONS OF INTEREST**

**Application 21/00432 – All Members** – non pecuniary interest as the agent is a tenant of the Town Hall.

**Applications 21/01394 and 21/00934 – Councillor Hussain** – non pecuniary interest as an acquaintance of the applicants.

**Application 21/00934 – Councillor Smith** – non pecuniary interest as a neighbour of the applicant.

**PL12.00 PUBLIC PARTICIPATION**

A resident stated that the Minutes of the Meeting held on 23 June were not an accurate Record and he had raised more than just concerns about the method of operation of the Committee.

He had alleged unlawful actions by the Council, in the light of the High Court judgement requiring all meetings to be face to face from 7 May, in that the Planning Committee continued to conduct business remotely. As a public body the Council was required to make all decisions in a public forum. Residents had been prevented from taking part under Public Participation.

He stated that the Council's authority did not exceed that of High Court rulings and it had broken the Code of Conduct and contravened a directive from the Secretary of State and the terms of the Public Bodies (Admission to Meetings) Act 1960.

He wished to hear what the Council intended to do to uphold these statutory rights. He subsequently enquired of the Deputy Town Clerk whether making decisions and ratifying them without going through the Council was ultra vires.

The Civic Society of St Ives made the following comments:

**Application 21/00934** - The Society believe this application to be unsatisfactory. On the information presented it would provide only substandard living accommodation. However, should it be approved, Conditions should require the accommodation may only be used by close family. Furthermore, the proposal as drawn, having an off centre ridge to the roof, to provide for a covered walkway should be redrawn with a centre line ridge to the roof.

Chairman's  
Initials

**Application 21/01379** - This plot occupies an important corner site. Consequently the proposed first floor extension will be very visible. The larger size of this dormer, compared with the original dormers to the fronts of the properties, will clash and with the remainder. A new dormer of similar size would not clash.

**Application 21/01394** - The proposed extension will close off the whole of the rear garden from the front. Consequently the Civic Society will be pleased if a Condition requires waste bins to be stored in a Bin Store, positioned as discreetly as possible.

**PL13.00****MINUTES**

The Minutes of the Meeting held on 23 June would be amended and presented to the next meeting for consideration.

**PL14.00****PLANNING APPLICATIONS**

Consideration was given to the following applications:

**PL14.01****21/00432/FUL**

Single storey extension to the rear of the garage  
14 Nursery Gardens  
St Ives

**RECOMMENDATION:****Approval**

Appropriate scale of development

**PL14.02****21/00934/NMA**

Non-material amendment to 18/01495/HHFUL to clarify the intended use of the Hobby workshop as a workshop and ancillary living accommodation for the main House

**38 The Pound****St Ives****RECOMMENDATION:****Approval Subject to**

Workshop being used solely as a workshop and not as living accommodation

**PL14.03****21/01260/FUL**

Demolition of existing garage and rear extension, construction of new side extension with additional first floor bedroom

**45 Wheatfields****St Ives****RECOMMENDATION:****Approval**

Appropriate scale of development for the site

**PL14.04****21/01298/FUL**

Proposed first floor extension to the side of the property

**25 Greengarth****St Ives**

- RECOMMENDATION:** **Approval**  
Appropriate scale of development  
No adverse impact on street scene
- PL14.05** **21/01334/TRCA**  
Willow - Fell - Roots causing damage to shed, branches hanging over neighbour's garden, grass won't grow  
**19 Cootes Meadow**  
**St Ives**
- RECOMMENDATION:** **Refusal**  
Insufficient information to support removal of the tree. Should this application be approved, a replacement tree should be planted
- PL14.06** **21/01379/EXTDET**  
Erection of 6.56 x 3.937 flat roof extension to rear of dwelling. Render wall finish to match existing  
**42 Oak Tree Close**  
**St Ives**
- RECOMMENDATION:** **Approval in principle**  
Would wish to see new dormer window the same size as existing. It was noted that no first floor plan has been provided.
- PL14.07** **21/01394/FUL**  
To demolish a timber shed in the garden and construct a single storey extension to the rear of the dwelling  
**22 Redmoor Close**  
**St Ives**
- RECOMMENDATION:** **Refusal**  
Overdevelopment  
The extension blocks access to the rear garden  
Bin store should be provided
- PL14.08** **21/01397/EXTDET**  
Proposed Rear Extension (extends beyond the rear wall by 3.8m, max height 2.56m, height at eavs 2.21).  
**13 Fairfields Crescent**  
**St Ives**
- RECOMMENDATION:** **Approval**  
Appropriate scale of development
- PL14.09** **21/01431/TREE**  
T1 - Hawthorn - Fell because of low amenity value and obstruction of fencing/property management. Six Portuguese Laurel trees to be planted in this

area instead. T2 - Hawthorn - Fell because of low amenity value and property management.

**21 Needingworth Road  
St Ives**

**RECOMMENDATION:**

**Approval Subject to**

Replacements for both trees being provided

**PL15.00**

**DEVELOPMENT MANAGEMENT COMMITTEE**

There were no matters relating to St Ives.

Chairman:

Dated: 11 August 2021

Chairman's  
Initials

**Minutes of the Meeting of the Planning Committee of St Ives Town Council  
held in the Corn Exchange on Wednesday 11 August 2021**

**Present:**

Chairman: Councillor N Dibben

Councillors: J Tiddy, C Smith, N Wells, J Kerr, S Mokbul, C Smith, P Hussain (ex officio)

**In attendance:**

Deputy Clerk: C Allison

Democratic Officer: S Rawlinson

**PL22.00 APOLOGIES**

Apologies for absence were received from Councillor T Drye (Personal) and Councillor D Rowe (business commitment).

**PL23.00 DECLARATIONS OF INTEREST**

**Application 21/01583 – Councillor P Hussain** – non pecuniary interest as an acquaintance of the applicant.

**Application 20/00285 – Councillor N Wells** – non pecuniary interest as an acquaintance of the contractors.

**PL24.00 PUBLIC PARTICIPATION**

**Application CCC/21/088**

A representative from the St Ives Area Road Safety Committee stated that there were major road safety issues in the area of the Envar site. It was an accident blackspot and had resulted in a fatal crash in 2019.

He produced a photograph showing a large vehicle exiting from Gate 1 at the northern end of the site. He considered that a speed reduction in this area was essential and that the County Council should conduct a risk assessment to determine how to make the road safer.

***[Councillor C Smith joined the Meeting]***

**Application 20/00285**

A resident stated that until the capacity of the pumping station on Hemingford Road was able to cope with drainage from the Vindis site, this application should be deferred.

Mr Brand of the Abbey Group spoke on the Vindis application.

The scheme had been reduced down from the original application. The properties near London Road had been removed as well as those on the eastern side of the site towards Fenstanton.

The existing pond had been extended to allow for more water retention if required. Highways and Anglian Water had been consulted on the proposed changes and appeared to be generally favourable towards them.

The site would be all electric with charging points. The cycle route would link into St Ives town centre via the old London Road access. The boardwalk proposed around the edge of the site would create a pleasing feature.

Chairman's  
Initials

The Chairman thanked all those who had addressed the Meeting.

**PL25.00****MINUTES**

The Minutes of the Meetings held on 23 June, 14 July and 28 July 2021 were agreed as a correct record and signed by the Chairman.

**PL26.00****PLANNING APPLICATIONS**

Consideration was given to the following applications:

**PL26.01****20/00285/FUL**

Demolition of existing structures and proposed erection of 94 dwellings together with associated works including a pedestrian boardwalk  
Demolition of existing structures and proposed erection of 94 dwellings together with associated works including a pedestrian boardwalk

**Vindis and Sons Ltd**

**Low Road**

**Fenstanton**

**RECOMMENDATION:****Approval Subject to**

The final design and drainage systems being agreed with Anglian Water and the Environment Agency

Initiation of the 'car pool' system

Non-gas heating on the site.

**PL26.02****CCC/21/088/FUL**

Demolition of in-vessel compost buildings/tunnels and ancillary development; construction of a dry anaerobic digestion (AD) facility, pellet fertiliser facility, healthcare waste energy recovery facility, waste transfer station, vehicle re-fuelling station, biomass storage building, surface water storage lagoons, extension to concrete pad and ancillary development including car park.

**Envar Composting Ltd**

**St Ives Road**

**Somersham**

**RECOMMENDATION:****Deferral**

To meeting 8 September, as consultation deadline extended. The Committee would wish to invite Envar to the meeting to answer questions from Members.

**PL26.03****21/01190/FUL**

Conversion of single garage to double garage

**3 Constable Road**

**St Ives**

**RECOMMENDATION:****Approval**

Appropriate scale of development

No adverse impact on street scene

Chairman's  
Initials

- PL26.04**      **21/01583/FUL**  
Proposed two storey extension to the rear of the property  
**43 Fairfields**  
**St Ives**
- RECOMMENDATION:**      **Refusal**  
Overdevelopment  
The large expanse of blank brick wall will have an adverse impact on the street scene.
- PL26.05**      **21/01634/TREE**  
Mature Ash Tree – Reduce by 15-18 ft due to excessive shading  
**3 Rookery Close**  
**St Ives**
- RECOMMENDATION:**      **Approval**  
Extent of works to be agreed with the Arboricultural Officer.
- PL26.06**      **21/01653/FUL**  
Single storey rear extension, garage conversion, front porch and enlarged parking area  
**12 Kiln Close**  
**St Ives**
- RECOMMENDATION:**      **Approval**  
Appropriate scale of development  
No adverse impact on street scene
- PL26.07**      **21/01692/FUL**  
Proposed demolition of existing single storey extension and construct new single storey extension  
**6 Alabama Way**  
**St Ives**
- RECOMMENDATION:**      **Approval**  
Appropriate scale of development  
No adverse impact on street scene
- PL26.08**      **21/80246/COND**  
Conditional information for 20/00038/FULTDC: C3 (materials), C4 (landscape), C5 (bins), C6 (bio), C7 (Accessible and adaptable), C8 (water efficiency), C9 (Highway access) & C12 (obscure)  
**Land NE of 7 California Road**  
**St Ives**
- RECOMMENDATION:**      No further comment to make on this application

**PL26.09**      **21/80252/COND**  
Conditional Information for 20/02391/FUL: C3 (Materials and details of further works), C4 (Materials and details of works for retail)  
**9 The Broadway**  
**St Ives**

**RECOMMENDATION:**            No further comment to make on this application

**PL26.10**      **21/01540/LBC**  
Change of use of first floor from Boxing Club (sui generis) to form two 2-bedroom flats (Use Class C3)  
**St Ives Beds**  
**Free Church Passage**  
**St Ives**

**RECOMMENDATION:**            **Approval**  
Would recommend some cycle and bin storage at ground level if possible

**PL27.00**      **DEVELOPMENT MANAGEMENT COMMITTEE**  
The agenda for the meeting was not yet available so it was unknown whether there would be items relating to St Ives.

**RESOLVED:**    that the Chairman attend Development Management Committee to speak should any items relating to St Ives arise.

Chairman:

Dated: 8 September 2021

Chairman's  
Initials

AGENDA ITEM PL33.00

A1123 Traffic Calming Options Report Wicken to St Ives

*August 2021*

## **Introduction –**

The following high-level breakdown of potential traffic calming options for the parishes named below has been prepared to aid discussion around potential solutions to reduce vehicle speeds and traffic volumes along the A1123.

Please bear in mind that whilst options and costs have been included, these are all dependent on further investigation including traffic counts and analysis, detailed design work, and most importantly consultation with stakeholders on a localised basis. Realistically, before anything definitive can be produced further discussion and consultation will be required between County Officers, Elected Members, and Parishes to learn more about the aspirations, concerns, and objectives of those along the A1123. Engineering measures can then be tailored to suit each parishes individual needs.

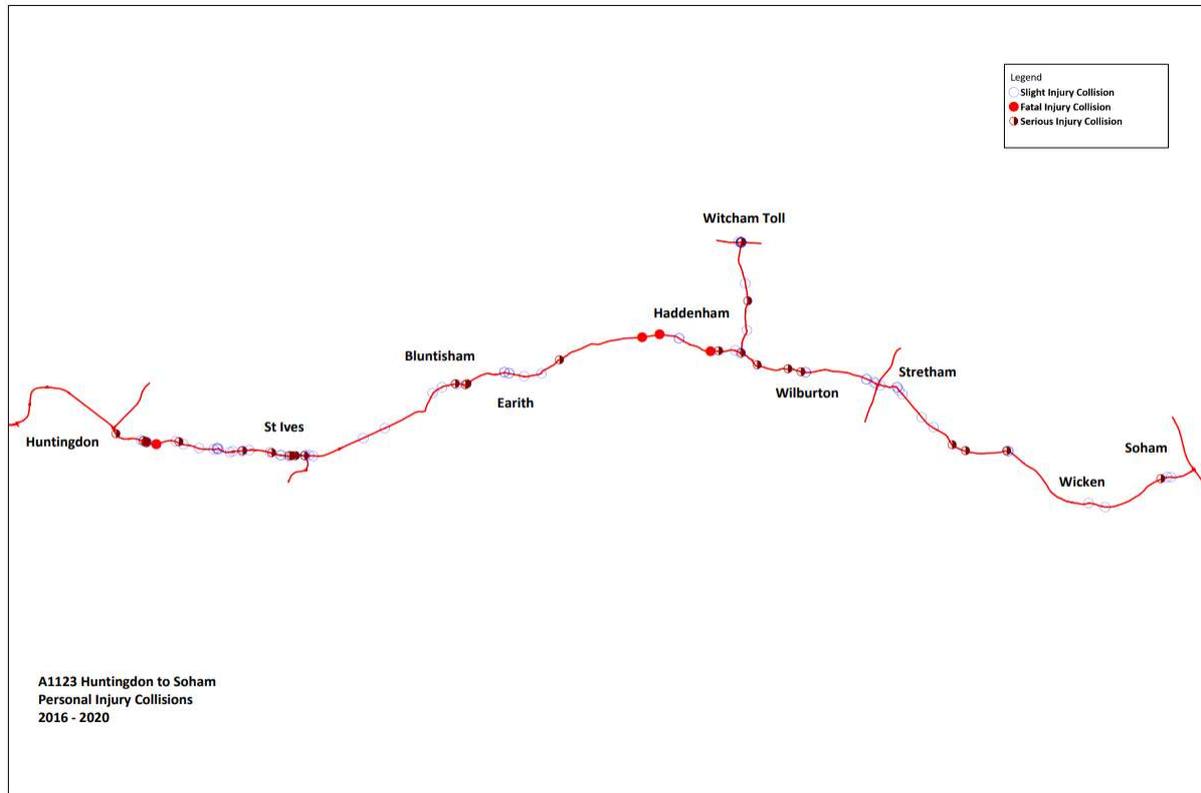
Outside of the established settlements there may be the opportunity, subject to speed surveys, and further consultation with the police, to reduce the current derestricted (60mph) speed limits along the A1123 to 50mph.

## **HGV Weight limits -**

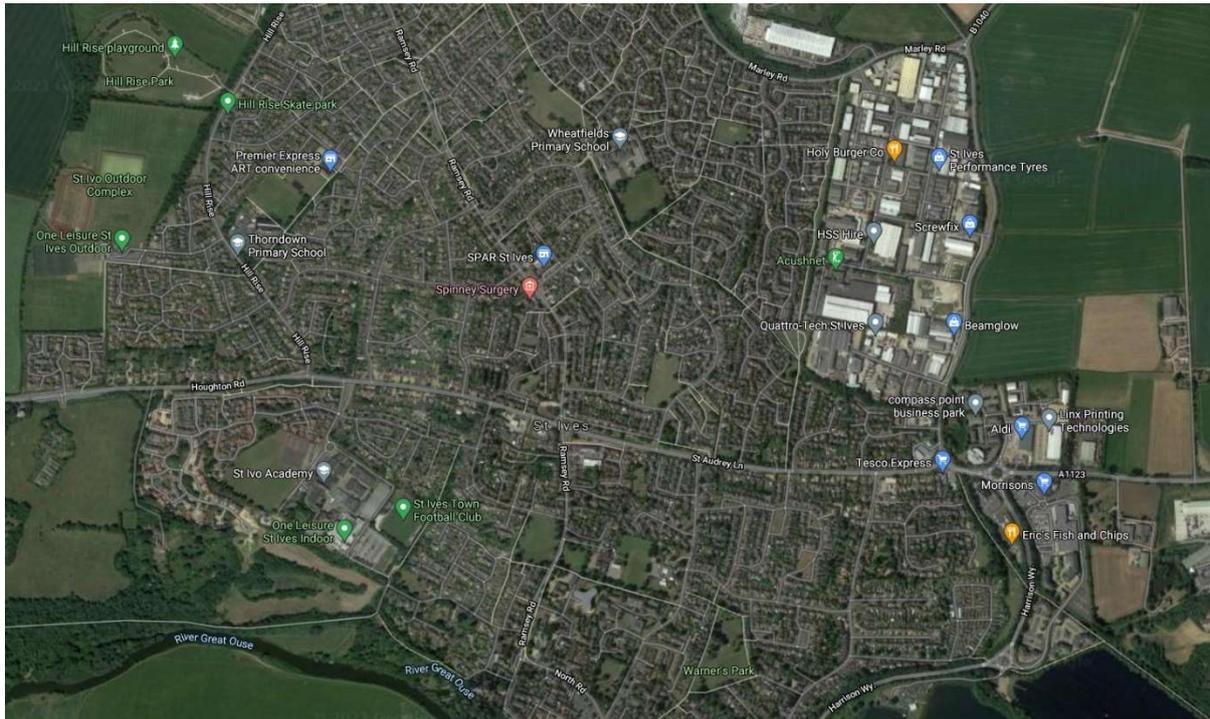
It should be noted that a proposal to reclassify the A1123 from an A to a B road was not supported when Members met at July's Highways and Transport Committee, and heard evidence that this would not remove the majority of heavy traffic from the road, as 93% is local and would still be able to use it even if it was reclassified as a B route. Reclassification would also reduce the amount of funding available for the county's highways maintenance budget. The police have separately expressed concerns around the enforcement of weight limits in more rural areas.

## Accident History -

The following illustration shows current accident data for the A1123 –



## Parish – St Ives.



### Background –

The A1123 cuts through the centre of the town. Current calming features include various roundabouts, traffic signals, and pedestrian crossings. The majority of the A1123 within the confines of the town is street lit. Sections of the road through the town at either end have poor visibility due to bends in the road. A new off-road cycle path has recently been built which joins St Ives to villages to the East.

### Potential further calming options include –

- Road narrowing's.
- Speed cushions, possible on various sections within the town, between junctions and roundabouts, (taking into account private accesses). Also dependent on consultation.
- Raised Tables, possible due to presence of street lighting, subject to further consultation with residents and stakeholders, these could be located at existing toucan crossings subject to road widths, existing street layout, and drainage.
- Passive measures such as visual pinch points or central hatching to reduce the width of available running lanes.

Please see Appendix A for further information on the measures mentioned above.

## Appendix A – Traffic Calming Options.

## Priority narrowing's –

Priority narrowing's require one direction of traffic to give way to oncoming vehicles. The narrowing consists of a build out and bollard in one half of the road or built out slightly from both sides, with a sign to show who has priority. For the lane without priority, there are Give Way markings on the approach.

Groups of narrowing's can be placed with alternating priority down a road, so that each direction of vehicle traffic may have to stop and give priority in equal measures.

### Effectiveness

Priority narrowing's are a horizontal treatment which can reduce vehicle speeds. Vertical treatments - such as speed cushions or speed tables - are more effective at consistently keeping speeds lower over a longer length.

Reducing vehicle speeds increases safety because:

- The vehicle has travelled a shorter distance by the time a driver can react to a hazard
- Braking distance is reduced, so the vehicle can stop more quickly before a hazard
- Higher speed crashes tend to result in higher severity injuries



### Advantages of priority narrowing

- Do not cause any vehicle passenger discomfort (in comparison to vertical treatments)
- If there is sufficient road width they can be designed to allow cyclists to bypass them
- Emergency vehicles may be able to travel faster around a narrowing compared to vertical treatments

### **Disadvantages of priority narrowing**

- Motor vehicles with priority are not required to reduce their speed
- Motor vehicles without priority are not required to reduce their speed if there is no oncoming vehicle approaching
- Motor vehicles without priority may race to the chicane before an oncoming vehicle approaches, or swerve dangerously around the chicane
- Where traffic flows are low or tidal there is very little speed reducing benefit as drivers rarely expect to give way
- Where there is little need to give way, drivers become used to not stopping and may fail to stop when necessary
- May cause long delays if there is increased vehicle traffic
- Buses without priority will find it more difficult to find a gap in vehicle traffic and drive around chicanes
- Some traffic is likely to transfer onto alternative routes, potentially causing a problem somewhere else
- Drivers may try to pass a cyclist through the narrowing which could cause a collision
- Can cause vehicle noise as vehicles stop and start
- Stop-start movements may increase vehicle exhaust emissions
- Managing water drainage could be complex and costly

### **Considerations**

- May cause traffic to divert to other routes
- Priority narrowing's could create motor vehicle noise, which is heard in residences nearby, as many vehicles will be stopping and starting.
- May also have an adverse effect on air quality
- Good visibility to the feature and beyond is needed or drivers may approach too fast and be unable to stop in time
- Priority narrowing's are normally used in residential areas
- Probably not appropriate for local distributor roads
- This scheme requires a Traffic Regulation Order and a Road Safety Audit.

### **Cost of installation**

Total cost = £10,000 - £15,000 per feature.

Please note costs vary depending on the location, condition of the existing road surface, drainage, and size of the feature.

## Road narrowing –



Road narrowing simply reduces the width of the road. This can be achieved through physical measures such as kerb buildouts or central islands, or the use of coloured surfacing or road markings (sometimes called psychological traffic calming). The treatment most used in Cambridgeshire is the construction a buildout at each side of the road. This can be combined with a pedestrian crossing point as it helps pedestrians cross the road more easily. In this case, the kerb is dropped with tactile paving where the pavement slopes towards the road.

Drivers will need to drive more carefully in a narrowed section of road to keep their vehicle in the correct road position, which may result in slower vehicle speeds.

### Effectiveness

Narrowing's are a horizontal treatment that can reduce vehicle speeds. Reducing vehicle speeds increases safety because:

- The vehicle has travelled a shorter distance by the time a driver can react to a hazard
- Braking distance is reduced, so the vehicle can stop more quickly before a hazard
- Higher speed crashes tend to result in higher severity injuries

### Advantages of road narrowing

- Targets a specific part of the road
- Can prevent vehicle parking
- Make it easier for pedestrians to cross
- Emergency vehicles should be able to pass without slowing down

### Disadvantages of road narrowing

- Not as effective as vertical treatments
- Managing water drainage could be complex and costly
- Cyclists may feel intimidated by some vehicle drivers' behaviour at road narrowing
- Can resemble a sheltered parking bay and encourage parking each side which can mask pedestrians.

### **Restrictions**

- Road narrowing should not be used on junctions with any heavy goods vehicle traffic.
- This scheme requires a Traffic Regulation Order and a Road Safety Audit.

### **Cost of installation**

Total cost = £9,000 - £15,000 per feature.

Please note that costs vary depending on the location, the condition of the existing road surface and drainage.

## Speed cushions –

A speed cushion is a short, raised, rounded device, normally in the centre of a road lane. Speed cushions are designed to be slightly wider than a car, so car drivers need to slow down and drive over the centre of the speed cushion to reduce discomfort. Buses are wider than cars, so they can drive over speed cushions without passengers feeling anything. In Cambridgeshire, speed cushions are normally 1.6m-1.8m wide.

### Effectiveness

Generally, vertical treatments - such as speed humps - are expected to reduce accidents. Speed cushions are effective at reducing motor vehicle speeds; however they are not as effective as speed tables or speed humps. Reducing motor vehicle speeds increases safety because:

- The vehicle has travelled a shorter distance by the time a driver can react to a hazard
- Braking distance is reduced, so the vehicle can stop more quickly before a hazard
- Higher speed crashes tend to result in higher severity injuries

### Design

Speed cushions can be made in three different ways, with each being used in Cambridgeshire. They can be made from rubber sections, which are attached to the road; made from raised layers of shaped tarmac; or made from pre-cast concrete sections, which are dropped into the road. Rubber cushions are now the most favoured design in Cambridgeshire because they have reduced costs and require less maintenance.

### Advantages of speed cushions

- Buses don't need to slow down
- More effective than horizontal treatments at reducing speed
- Emergency vehicles can travel drive more quickly over cushions than speed humps or tables
- Can be avoided by cyclists
- Drainage should not be affected

### Disadvantages of speed cushions

- Cars drive considerably faster over speed cushions than speed humps or speed tables
- Bus companies and emergency services may oppose wider speed cushions (e.g. 1.7m wide) which are proven to be more effective at slowing down cars
- Some traffic is likely to transfer onto alternative routes, potentially causing a problem somewhere else
- Noise and vibrations can impact residents.
- Additional cost may be required to resurface sections of the road before new cushions are installed

### Considerations

- May cause traffic to divert to other routes
- Speed cushions could create noise and vibration which is heard and felt in residences nearby.
- Speed cushions are normally used in residential areas, or local distributor roads.
- Speed cushions can only be installed if there is a suitable system of street lighting through the residential area.
- Requires a Traffic Regulation Order and a Road Safety Audit

**Cost of installation**

Total cost = £17,500 - £22,500 per feature

Please note that costs above are to supply and install four pairs of cushions and includes associated signing and lining. Additional lighting may be required. Costs vary depending on type of cushion used - tarmac, rubber, or concrete.

## Speed tables -

Speed tables are a raised section of road, with a ramp on both sides. The ramps are painted with white arrows to make them more obvious to motor vehicle drivers. The aim of the speed table is to slow motor vehicle traffic to a safe speed, as the ramps become uncomfortable for vehicle drivers if they are driven over too fast. A speed table is normally around 75mm high and can vary in length.

### Effectiveness

Generally, vertical treatments - such as speed tables - are expected to reduce accidents. These speed tables should achieve the lowest speeds of all traffic calming treatments being compared, which means the greatest safety benefit can be expected.

Reducing motor vehicle speeds increases safety because:

- The vehicle has travelled a shorter distance by the time a driver can react to a hazard
- Braking distance is reduced, so the vehicle can stop more quickly before a hazard
- Higher speed crashes tend to result in higher severity injuries

### Advantages of speed tables

- Most effective traffic calming treatment
- Can be used as part of an informal crossing for pedestrians
- More acceptable than speed humps to buses
- The size of the speed table is flexible to fit an area with a safety concern. It could span all parts of a four-arm junction, or be placed on a single straight section of road

### Disadvantages of speed tables

- Large speed tables are expensive
- Managing water drainage could be complex and costly
- Buses, cyclists, and emergency vehicles will need to reduce their speed
- Some traffic is likely to transfer onto alternative routes, potentially causing a problem somewhere else
- Noise and vibrations can impact residents.
- Additional cost may be required to resurface sections of the road before new cushions are installed

### Considerations

- May cause traffic to divert to other routes
- Speed tables could create noise and vibration which is heard and felt in residences nearby.
- Speed tables are normally used in residential areas or busy pedestrian areas
- May be unacceptable on a busy bus route
- Speed tables can only be installed if there is a suitable system of street lighting through the residential area.
- Requires a Traffic Regulation Order and Road Safety Audit

- When a table is installed, it will put extra pressure on the road drainage either side. If the drainage is unsuitable, there may be additional costs to ensure flooding doesn't become an issue.

**Cost of installation**

Total cost = £23,500 - £31,000 for a large speed table

Please note that costs above are to supply a speed table including associated signing and lining.  
Costs vary depending on the location, condition of the existing road surface, and drainage required.

## Change lane markings

This section explains alternative use of road markings. These measures reduce the feeling of space drivers have, which may help to reduce their speeds.

One technique is reducing the width of the lane for car drivers by adding an additional line inward from the curb, so both lanes of drivers are moved towards the centre of the road. The space between the line and the curb is hatched with white lines. This technique is called 'peripheral hatching'. Another technique on a two-way street is removing the centre line, which is simply removing the white dashed line in the middle of the road.

### Effectiveness

#### Peripheral Hatching

By visually reducing the lane width drivers need to focus more on their road position which in turn reduces speeds.

#### Removing the Centre Line

If the centre line is removed, this removes driver's feelings of 'designated space' for them to drive in. They may expect other road users to enter their path or make an unexpected manoeuvre. This is more likely to cause drivers to slow down as a precaution.

Reducing motor vehicle speeds increases safety because:

- The vehicle has travelled a shorter distance by the time a driver can react to a hazard
- Braking distance is reduced, so the vehicle can stop more quickly before a hazard
- Higher speed crashes tend to result in higher severity injuries

#### Advantages of changing lane markings

- Does not introduce discomfort to motor vehicle drivers
- Relatively cheap
- Does not reduce accessibility for emergency vehicles or buses

#### Disadvantages of changing lane markings

- Peripheral hatching could be ignored by some motor vehicles drivers, who might still drive in this space
- Removing the centre line may cause some confusion to motor vehicle drivers
- Can become a maintenance liability if the lining requires refreshing regularly

### Considerations

- The removal of the centre line can damage the road surface if it is already in poor condition
- Peripheral hatching can hold a build of debris due to it not being trafficked.
- Centre lines should not be removed when traffic speeds are particularly excessive
- Peripheral hatching can only be used on relatively wide roads (e.g. 12 meters)
- Centre line removal should not happen near one-way streets to avoid confusion
- Requires a Road Safety Audit

**Cost of installation**

Hydroblasting (if required)\* = £3,500

Total cost = £4,500 - £6,000

\*If a large amount of lining needs to be removed, hydroblasting will need to be factored into the overall cost.

Please note that cost will vary depending on the location and the condition of the existing road surface.

**APPLICATIONS FOR PERMISSION FOR DEVELOPMENT**  
**8 September 2021**

Application No Applicant/Agent	Proposed Development	Link to website	Comments
21/01271/FUL  Telefonica Ltd Pegasus Planning Group Ltd 1 <sup>st</sup> Floor South Wing Equinox North Great Park Road Almondsbury Bristol BS32 4QL	Remove existing 12.5m column to be replaced by new 20m street pole to support 3no. antenna, and ancillary development thereto including 6 no. RRH units and replacement cabinet  <b>02 Mast</b> <b>St Audrey Lane</b> <b>St Ives</b>	<a href="https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QU2BM7IKLXB00">https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QU2BM7IKLXB00</a>	
21/01482/FUL  Mr Martin Ryan Sisco Architecture Ltd 18 The Broadway St Ives PE27 5BN	Change of use the first and second floor offices and part of the ancillary ground floor spaces to provide two residential flats and (C3). New dormer, alterations to roofline and additional fenestration  <b>25-27 Bridge Street</b> <b>St Ives</b>	<a href="https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QV1Z971K0JS00">https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QV1Z971K0JS00</a>	
21/01519/LBC  Mrs Janet Johnson Structural Engineers Cambridge Ltd The White Horse London Road Pampisford Cambridge CB22 3EF	Repairs to reinforce timber floor above cellar damaged by rot. The proposal is to support the floor by inserting steel beams across the cellar to support the joists, thereby relieving the beams and joist connections of load and allowing historic fabric to be retained  <b>26 Bridge Street</b> <b>St Ives</b>	<a href="https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QVI6AF1KMMG00">https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QVI6AF1KMMG00</a>	

<p>21/01709/LBC</p> <p>St Ives Riverside LLP Logic Planning 92 Lordship Park Hackney London N16 5UA</p>	<p>Internal and external alterations associated with change of use from offices (Use Class E(g)) to residential (Use Class C3) <b>1 Ramsey Road St Ives</b></p>	<p><a href="https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QWSGU DIKFIK00">https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QWSGU DIKFIK00</a></p>	
<p>21/01710/LBC</p> <p>St Ives Riverside LLP Logic Planning 92 Lordship Park Hackney London N16 5UA</p>	<p>Internal and external alterations associated with change of use from offices (Use Class E(g)) to residential (Use Class C3) <b>Anglers Rest Hotel Ramsey Road St Ives</b></p>	<p><a href="https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QWSGV MIKFIM00">https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QWSGV MIKFIM00</a></p>	
<p>21/01711/LBC</p> <p>St Ives Riverside LLP Logic Planning 92 Lordship Park Hackney London N16 5UA</p>	<p>Internal and external alterations associated with change of use from offices (Use Class E(g)) to residential (Use Class C3) <b>Stable Block Anglers Rest Hotel Ramsey Road St Ives</b></p>	<p><a href="https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QWSGX 3IKFIO00">https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QWSGX 3IKFIO00</a></p>	
<p>21/01741/P3JPA</p> <p>Mr Oliver Davis Mulberry Tree Holdings Ltd Yew Tree Barn Mulberry Hill Chilham CT4 8AH</p>	<p>Conversion of the existing office space found within Lancaster House to form 18 apartments, all of which meet nationally described space standards and have access to natural light <b>Lancaster House Meadow Lane St Ives</b></p>	<p><a href="https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QWYE9 7IKOJS00">https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QWYE9 7IKOJS00</a></p>	

<p>21/01757/FUL</p> <p>Mr Shahid Naseem Biddleco 60 Maytrees St Ives PE27 5WZ</p>	<p>Proposed two storey side and rear extension <b>14 Arran Way</b> <b>St Ives</b></p>	<p><a href="https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QX09FLIKFMQ00">https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QX09FLIKFMQ00</a></p>	
<p>21/01789/FUL</p> <p>Mrs Fareha Uddin Biddleco 60 Maytrees St Ives PE27 5WZ</p>	<p>Proposed single storey side and rear extension, new porch to front of property <b>1 Alabama Way</b> <b>St Ives</b></p> <p><i>[comment from resident attached]</i></p>	<p><a href="https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QX9R6BIKFQH00">https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QX9R6BIKFQH00</a></p>	
<p>21/01799/TRCA</p> <p>Chris Jessop Cambridge Trees Ltd 34A St Ann's Lane Godmanchester PE29 2JE</p>	<p>DD T1 Corkscrew Willow: Remove 2 split branches from canopy over garden to reduce danger of branches falling and causing damage or injury <b>6 Park Road</b> <b>St Ives</b></p>	<p><a href="https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QXBDFFIKFR00">https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QXBDFFIKFR00</a></p>	
<p>21/01834/FUL</p> <p>Mr Atif Rabani Biddleco 60 Maytrees St Ives PE27 5WZ</p>	<p>Proposed first floor extension above existing garage <b>8 Hazel Way</b> <b>St Ives</b></p>	<p><a href="https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QXFB7NIKFUB00">https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QXFB7NIKFUB00</a></p>	

<p>21/01915/FUL</p> <p>Mr J Brebner First Home Improvement Station Road Industrial Estate Lenwade Norwich NR9 5LY</p>	<p>New garden room to the rear of the property <b>19 Marlborough Close</b> <b>St Ives</b></p>	<p><a href="https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QY35F8IKG3L00">https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QY35F8IKG3L00</a></p>	
<p>21/01917/TRCA</p> <p>Sophie Mosley Cambridge Trees Ltd 34A St Ann's Lane Godmanchester PE29 2JE</p>	<p>T1 Willow: reduce by 2m T2 Crab Apple: reduce by 1.5m T3 Beech: crown lift to 2.5m T4 Hawthorn: fell to ground level T5 Holly: fell to ground level T6 Willow: reduce by 2m T7 Elder: fell to ground level T8 Hawthorn: fell to ground level <b>2 The Drive</b> <b>St Ives</b></p>	<p><a href="https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QY35G5IKG3P00">https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QY35G5IKG3P00</a></p>	
<p>21/01928/FUL</p> <p>Mr Salvatore Caporaso Rossin Associates Ltd 2B New Road St Ives PE27 5BG</p>	<p>Proposed extensions of kitchen family room &amp; garages to ground floor and en-suite/dressing room to first floor <b>9 Hill Rise</b> <b>St Ives</b></p>	<p><a href="https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QY5324IK0JS00">https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QY5324IK0JS00</a></p>	
<p>21/01929/TRCA</p> <p>Lochailort St Ives Ltd Eagle House 108-110 Jermyn Street London SW1Y 6EE</p>	<p>Crack Willow (T10) - fell, as per discussions with Huntingdonshire Tree Officer <b>The Palms</b> <b>London Road</b> <b>St Ives</b></p>	<p><a href="https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QY52VZIKG4Q00">https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QY52VZIKG4Q00</a></p>	

<p>21/01950/FUL</p> <p>Mr and Mrs Costello PJTA Mr P Townsend 12 Hill Rise St Ives PE27 6SP</p>	<p>Single storey rear extension and porch <b>14 Albemarle Road</b> <b>St Ives</b></p>	<p><a href="https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QYC2WEIK0JS00">https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QYC2WEIK0JS00</a></p>	
<p>21/01965/TRCA</p> <p>Robert Taylor Richardson Tree Surgery Ltd 76 Hillcrest Bar Hill Cambridge CB23 8TQ</p>	<p>Yew (T1) - crown reduce by 1.5m in height and 1m from sides. Holly (T2) - fell <b>3 The Broadway</b> <b>St Ives</b></p>	<p><a href="https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QYEAEQIKG8S00">https://publicaccess.huntingdonshire.gov.uk/online-applications/applicationDetails.do?activeTab=details&amp;keyVal=QYEAEQIKG8S00</a></p>	

**OBJECTION – APPLICATION 21/01789 – 1 ALABAMA WAY**

I'm emailing concerning the Planning Application for 1 Alabama Way.

I don't feel the extension's roof is in keeping with the area. The original Application was for the roof to match the existing roof. To me this meant a Tiled roof and not a Felt roof which is an eyesore.

I'm also concerned with the lack of planning permission for the build at the back of the garden. This is too close to the boundaries and looks like the intended use is for accommodation.