

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

4th March 2009

AUTHOR/S: Executive Director / Corporate Manager - Planning and Sustainable Communities

S/2151/08/F - ICKLETON
Dwelling – Land to the North West of 9-17 Grange Road
for Rowe Build & Development Ltd

Recommendation: Approval

Date for Determination: 16th February 2009

Notes:

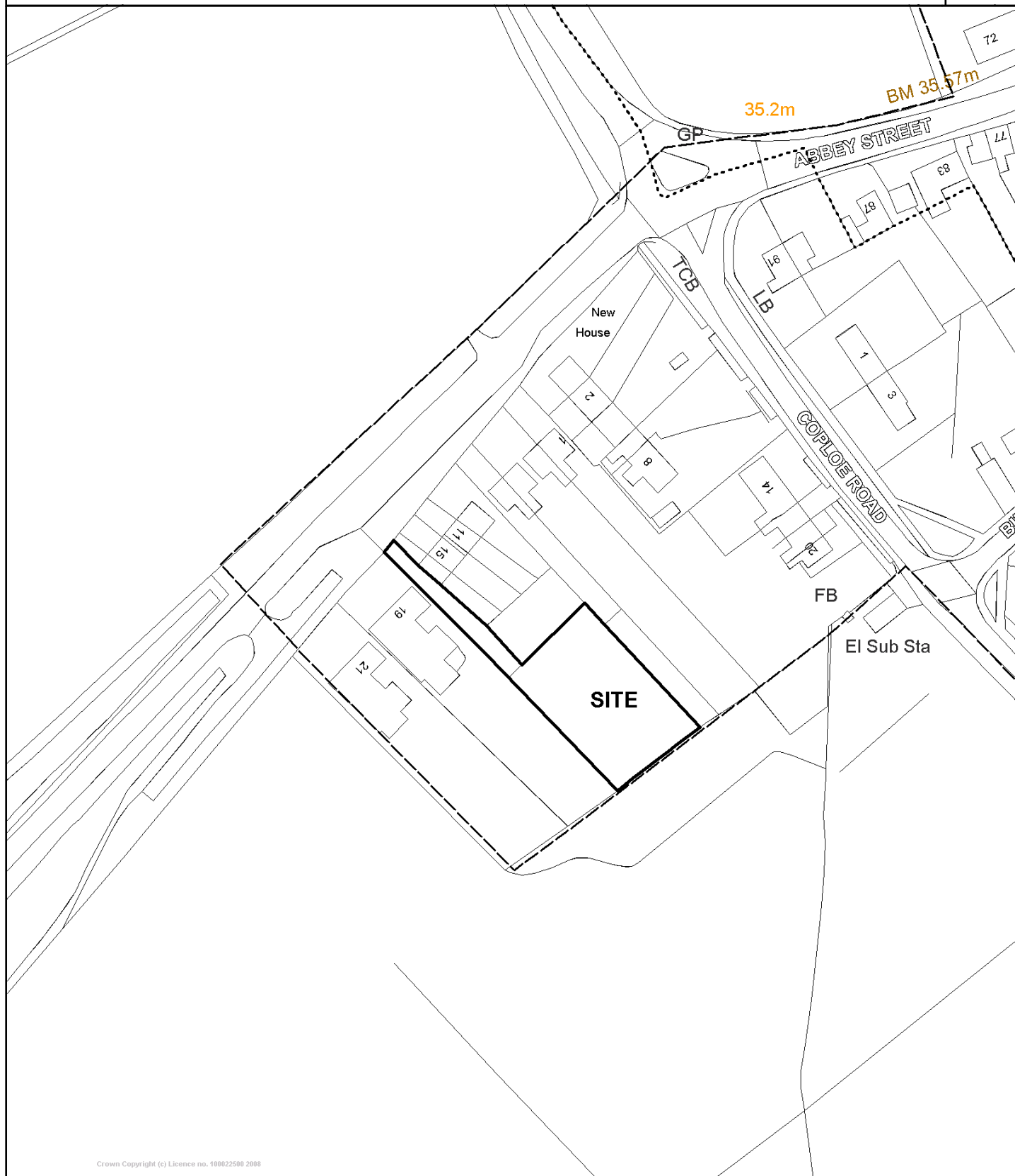
This Application has been reported to Planning Committee for determination because the Officer recommendation is contrary to the response of the Parish Council, and at the request of District Councillor Mr Williams.

Site and Proposal

1. The application site is a 0.093 hectare parcel of grassed land located on the south side of Grange Road to the rear of a terrace of four cottages, Nos. 9 - 17 Grange Road. Between the site and the rear gardens of Nos. 9 - 17 is an area of hardstanding used as parking by occupiers of the cottages, this being accessed via a narrow driveway sited between Nos. 17 and 19 Grange Road. To the north-east and north-west of the site are the rear gardens of dwellings fronting Grange Road and Coploe Road whilst, to the south-west, are two substantial bungalows (Nos. 19 and 21 Grange Road). Open countryside lies beyond the south-eastern boundary of the site. The land is enclosed by fences along its north-western and south-western boundaries and by hedges along the remaining boundaries.
2. The full application, submitted on 22nd December 2008, seeks to erect a single storey two-bedroom dwelling on the site. The dwelling would be 4.4 metres high to the ridge and 2.3 metres high to the eaves, and would comprise painted weatherboard walls and a slate roof. The density of the development equates to 10 dwellings/hectare.

Planning History

3. **S/0617/97/F** – An application for the erection of two bungalows on this site following the demolition of No.17 Grange Road was refused for being out of keeping with the linear character of the area, and due to noise and disturbance to occupiers of No.15 and 19 arising from the use of the access.
4. **S/0048/07/O** – Outline application for the erection of a single storey dwelling on the site was refused at Planning Committee in April 2007, contrary to Officer recommendation, for the following reason:
 - (a) The proposed development, by reason of its siting rear of dwellings in this location where development is predominantly linear in nature, fronting Grange Road and Coploe Road, would be out of keeping with the character of the area.



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Scale 1/1250 Date 13/2/2009

Centre = 548864 E 243408 N

March Planning Committee

The committee report for this application is attached at Appendix 1.

The application was subsequently dismissed at appeal. The Inspector stated that the character of this part of the village is strongly rural, with open fields beyond the site to the south-east, to the south-west of Nos. 19 and 21 Grange Road, and on the other side of the road. He considered the site to be part of a green and largely open area, free of structures of significant size, providing a transition from the development along the road frontages to the countryside beyond. Although only single storey, he stated the proposed dwelling would be of significant size in terms of height, width and depth, and that an appreciable proportion of the site would be covered by building or hardstanding. Whilst the height and footprint of the dwelling was comparable to those at Nos. 19 and 21, its scale was considered to have a significant impact on the openness of the site, despite being set back from the boundaries. The Inspector accepted that the dwelling would be largely screened from the public domain by existing houses and vegetation. However, he stated that the built form would be plainly visible from Grange Road down the access way, where currently there are views across the site to the trees and countryside beyond, and that it would also be seen clearly from the backs of neighbouring houses. The appeal decision is attached at Appendix 2.

5. **S/2273/07/F** – This application was submitted whilst the above appeal was being considered. This was identical to the previous application, but was submitted as a full rather than outline application, so included full elevation and layout details. The proposal was refused for the same reason as application reference S/0048/07/O.

Planning Policy

6. South Cambridgeshire Local Development Framework 2007:
- (a) **ST/7** – Infill Villages
 - (b) **DP/1** – Sustainable Development
 - (c) **DP/2** – Design of New Development
 - (d) **DP/3** – Development Criteria
 - (e) **DP/4** – Infrastructure and New Developments
 - (f) **DP/7** – Development Frameworks
 - (g) **HG/1** – Housing Density
 - (h) **NE/6** – Biodiversity
 - (i) **SF/10** – Outdoor Playspace, Informal Open Space, and New Developments
 - (j) **SF/11** - Open Space Standards
 - (k) **TR/1** Planning for More Sustainable Travel
 - (l) **TR/2** Car and Cycle Parking Standards
 - (m) **Open Space in New Developments (SPD)**

Consultations

7. **Ickleton Parish Council** recommends refusal, stating:

“The Councillors felt that their previous objections still stood and noted the site was outside the conservation area.

- (a) Be out of character with the pattern of development in the vicinity.
- (b) Have an unacceptable adverse impact on the amenity of existing properties, and in particular,
- (c) Be out of keeping as our village has a strong linear character
- (d) The access is too narrow for construction and Emergency Service vehicles e.g. Fire Engine.
- (e) The Councillors voted unanimously to refuse this application.”

8. **The Local Highways Authority** raises no objections subject to the following conditions:
- (a) Prior to occupation of the dwelling, the vehicular access where it crosses the highway should be laid out in accordance with County Council specification, and not finished in block paviers as shown on the drawing;
 - (b) The access to be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent highway;
 - (c) The existing vehicular access running surface to be widened to 5m for a minimum distance of 8m;
 - (d) Turning head to be maintained free of any obstruction.
9. **The Ecology Officer** raises no objections, stating that his comments remain the same as in the previous application. There are considered to be no significant matters relating to protected species. However, it is requested that the remaining two trees along one of the boundaries of the site be retained, that new planting should include native shrubs and that a condition be added to any consent to secure a scheme of nest box provision.

Representations

10. Letters of objection have been received from the occupiers of Nos. 9, 11, 15 and 17 Grange Road, and also from the owner of the adjoining farmland to the rear. The main points raised are:
- (a) The development would be out of keeping with the linear pattern of development in the vicinity of the site;
 - (b) Due to its size, the dwelling would have an overbearing effect upon, and result in a loss of view from, the adjoining cottages on Grange Road;
 - (c) The access is unsuitable for construction traffic. Due to its restricted width, the property adjacent to the driveway could be damaged during the construction period;
 - (d) Due to the narrow access, the development could result in an increased danger to pedestrian safety;
 - (e) The access is too narrow for emergency/service vehicles;
 - (f) The development could result in obstruction of the access during the construction period. Where will builders vehicles park whilst the dwelling is being built?;
 - (g) Block paving the driveway would be out of keeping with the rural character of the area;
 - (h) The development would result in a loss of value of surrounding properties;
 - (i) The conifer tree planting on the land to the north of the development is a crop and due to be harvested in 2-3 years, so will no longer provide a screen;
 - (j) The development would increase surface water run-off.

Planning Comments – Key Issues

11. The key issue to consider in the determination of this application relates to the impact of the development upon the character of the area. Objections concerning the restricted width of the means of access to the site and its implications in terms of noise disturbance to adjoining residents, highway safety and suitability for emergency/service vehicles were fully considered in connection with the previous application considered at Committee in April 2007. In these respects, the application was considered by Members to be acceptable. The sole reason for refusal, and the

sole issue considered during the subsequent appeal, related to the impact of the development upon the character of the area.

12. In the appeal decision, the Inspector referred to the site forming part of a green and largely open area, free of structures of significant size. He stated the dwelling was of significant size in terms of height, width and depth, and that its scale would have a significant impact on the openness of the site. He also noted that the built form would be plainly visible from Grange Road down the access way, where there are currently views of the trees and countryside beyond. In his conclusion, the Inspector stated that the proposed dwelling, *by virtue of its scale*, would be harmful to the rural character of the area. It is therefore necessary to compare the respective scales of the refused and currently proposed dwellings.
13. The sketch elevation and layout drawings submitted with the previously refused application showed a 5.3 metre high dwelling (2.5 metres high to eaves) with three 6.5 metre high chimney stacks. The dwelling had a footprint of approximately 185m², and measured around 22 metres deep x 18 metres wide. It was sited approximately 2.5 metres away from the western boundary of the site, and was therefore visible when viewed from Grange Road down the access way. The site measures some 930m², so the footprint of the dwelling occupied approximately 20% of the total size of the plot. The proposed hardstanding amounted to around a further 125m², bringing the total proportion of the site covered with buildings and hardstanding to about 33%.
14. In the current application, the ridge height of the dwelling has been reduced to 4.4 metres (2.3 metres to eaves), and there is now just a single flue projecting 900mm above the ridge. The dwelling measures 19 metres deep x 14 metres wide and is sited 9 metres away from the west side boundary. The floorspace of the dwelling has been reduced to 132m² (14% of the total plot size) and the extent of hardstanding reduced to around 92m², bringing the total proportion of the site covered with buildings and hardstanding down to about 24%.
15. Given the distance of the proposed dwelling from the western boundary, it would no longer be clearly visible in views from Grange Road along the access way. There is one point on Grange Road to the front of No.19 where, if looking diagonally across the access towards the site, it may be possible to discern the presence of a building on the plot. However, given the low height of the building, the view would be of a grey slate roof sloping away from the boundary, and its impact would arguably be no greater than that of a typical agricultural outbuilding or stable block.
16. I consider that the height, width, depth and scale of the proposed dwelling, together with the proportion of the site covered in buildings/hardstanding, have all been sufficiently reduced in the current application to overcome the harm to the rural character of the area identified within the previous proposal. Should Members be minded to grant consent for the proposal, however, it would be essential to remove all householder permitted development rights, in order to prevent the erection of visually intrusive additions in the future.
17. With regards to the issue of highway safety, the Local Highways Authority (LHA) raised no objections to the previous application subject to a condition requiring the provision and retention of on-site manoeuvring. In connection with the current proposal, the LHA has requested a number of conditions including the widening of the access to 5 metres where it crosses highways land. I have sought further clarification on this point, as the widening of the access was not requested within the previous response, and the LHA has clarified that this requirement is desirable rather than

necessary. In light of this, it would not be appropriate to attach a condition to this effect.

18. Since the consideration of the previous application, the 2007 Local Development Framework has come into force, and this has resulted in two additional issues that need to be considered as part of this application.
19. Firstly, Policy HG/1 requires new development to achieve a minimum density of 30 dwellings per hectare unless there are exceptional local circumstances requiring a different treatment. In this instance, given the previous refusals on this site, together with the comments made by the Inspector about the harm caused by the scale of the previously proposed dwelling, this would not be an appropriate site to insist upon a density of 30 dwellings/hectare.
20. Secondly, Policy SF/10 requires new residential development to contribute towards the provision and maintenance of public open space. An audit of outdoor playspace facilities carried out in 2005 identifies a shortfall of play space in Ickleton, and a contribution would therefore be necessary in this instance. The applicant's agent has confirmed in writing, that his client would be prepared to enter into the Section 106 Agreement required to secure this contribution.

Recommendation

21. Approval:
 1. Standard Condition 1 (Reason - 1).
 2. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no development within all Classes of Part 1 of Schedule 2 of the Order shall take place unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf. (Reason - In the interests of protecting the character of the area, in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
 3. Sc5 – Landscaping (Rc5).
 4. Sc6 – Implementation of landscaping (Rc6).
 5. Sc12 – Boundary treatment (Rc12).
 6. No development shall take place until details of the materials to be used in the construction of the external surfaces of the dwelling hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. (Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
 7. No development shall commence until details of the materials to be used for the driveway have been submitted to and approved in writing by the Local Planning Authority; the development shall be carried out in accordance with the approved details. (Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)

8. Sc17 – Turning area (Rc17).
9. Sc24 – Surface water drainage (Rc24).
10. Sc38 – Noise during construction (Rc38).
11. Sc52 – Ecology – Bird breeding season (Rc52).
12. Sc54 – Ecology – Bird nest boxes (Rc54).
13. No development shall begin until details of a scheme for the provision of recreational infrastructure to meet the needs of the development in accordance with adopted Local Development Framework Policy SF/10 have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a timetable for the provision to be made and shall be carried out in accordance with the approved details. (Reason - To ensure that the development contributes towards recreational infrastructure in accordance with the above-mentioned Policy SF/10 and Policy DP/4 of the adopted Local Development Framework 2007.)
14. Sc89 - Refuse Storage (Rc89).

Informatives

General

1. The development involves work to the public highway that will require the approval of the County Council as Highway Authority. It is an offence to carry out any works within the public highway, which includes a public right of way, without the permission of the Highway Authority. It is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council.
2. The Local Highways Authority has recommended that the access be widened to 5 metres where it crosses the highways verge (an approximate distance of 8 metres back from the carriageway). In addition, the access should be constructed in accordance with the County Council construction specification, and not finished in block paviers as shown on drawing number P264-21.
3. The surface water drainage scheme required by Condition 9 should include details of drainage measures for the access, in order to prevent surface water run-off onto the adjacent highway.
4. Should driven pile foundations be proposed, then before works commence, a statement of the method for construction of these foundations shall be submitted and agreed by the District Environmental Health Officer so that noise and vibration can be controlled.
5. During construction there shall be no bonfires or burning of waste on site except with the prior permission of the Environmental Health Officer in accordance with best practice and existing waste management legislation.

Background Papers: the following background papers were used in the preparation of this report:

- South Cambridgeshire Local Development Framework (LDF) 2007;
- Planning application references: S/2151/08/F, S/2273/07/F, S/0048/07/O, and S/0617/97/F.

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