

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

7 October 2015

AUTHOR/S: Planning and New Communities Director

Application Number: S/1829/15/FL

Parish(es): Histon

Proposal: Erection of 3 no. dwellings and formation of new highway access following demolition of existing bungalow.

Site address: 28 Station Road, Histon

Applicant(s): Live Residential Ltd

Recommendation: Approve

Key material considerations: Principle of development, Character and Appearance including heritage assets, Neighbour amenity, Transport and highway safety.

Committee Site Visit: 6 October 2015

Departure Application: No

Presenting Officer: Andrew Fillmore, Principal Planner

Application brought to Committee because: The officer recommendation conflicts with the views of the Parish Council.

Date by which decision due: 9 October 2015

Planning History

1. None

Planning Policies

2. *National Planning Policy Framework
Planning Practice Guidance*
3. *South Cambridgeshire Local Development Framework (LDF) Core Strategy, adopted January 2007*

ST/4 Rural Centres
4. *South Cambridgeshire LDF Development Control Policies, adopted July 2007*

DP/1 Sustainable Development

DP/2 Design of New Development
DP/3 Development Criteria
DP/4 Infrastructure and New Developments
DP/7 Village Frameworks
HG/1 Housing Density
SF/10 Outdoor Playspace, Informal Open Space and New Developments
SF/11 Open Space Standards

5. *South Cambridgeshire LDF Supplementary Planning Documents (SPD)*

District Design Guide SPD – adopted March 2010
 Open Space in New Developments SPD – adopted January 2009
 Listed Buildings – adopted July 2009
 Development Affecting Conservation Areas – adopted January 2009
 Landscape in New Developments - adopted March 2010

6. *Draft Local Plan*

CC/4 Sustainable Design and Construction
 H/7 Housing Density
 H/8 Housing Mix
 H/11 Residential Space Standards
 HQ/1 Design Principles
 S/3 Presumption in Favour of Sustainable Development
 S/7 Development Frameworks
 S/8 Rural Centres
 SC/7 Outdoor Playspace, Informal Open Space, and New Developments
 SC/8 Open Space Standards
 TI/2 Planning for Sustainable Travel

Consultation

7. **Histon and Impington Parish Council** – Recommend refusal. Site and access discussed. Majority agreed to make a recommendation of refusal, overdevelopment of site, loss of on-street parking and side pathway access inadequate. 4 in favour 1 against.
8. **Local Highways Authority** – No objection. Recommend conditions relating to provision of pedestrian visibility splays, driveway construction and provision of a traffic management plan. Request the cycle parking storage be located more conveniently and not in the rear of the back gardens.

Representations

9. One letter of representation has been received from the occupiers of no. 26 Station Road who welcome the early engagement from the architects, but highlight a number of areas which still need to be addressed as follows; Plot 2 will store their bins on a wall adjoining our property which is unacceptable; Concern is raised regarding direct access and movement of motor vehicles as this section of Station Road is heavily used by school children; Concerned about noise and emissions in our front bedroom, living room and hallway from cars parked in front of plot 3; Result in a loss of on street parking, with residents at number 24 and 26 not benefitting from off-street parking and dependant of finding a space in front of no. 28. Parking is especially difficult as Enterprise Rent-A-Car regularly use this area as overflow parking; Request that should the development go ahead as planned, residential parking (for numbers 24

and 26) be designated for this section of Station Road at least to the boundary of number 22 and 24 and preferably to extend to the junction with West Road.

Planning Appraisal

10. The application site comprises a rectangular plot measuring circa 13.5m (width) x 43m (length) located to the west side of Station Road between Saffron Road to the south and West Road to the north. The site is currently occupied by a single detached bungalow positioned to the front, which benefits from off-road parking provision.
11. The site is adjoined by residential development to all sides, with further dwellinghouses in the vicinity. Additionally a limited number of commercial properties can be found nearby, including Enterprise Rent-A-Car which is located a short distance to the south.
12. The site is located within the Conservation Area and framework boundary. The closest Listed Buildings can be found circa 125m to the south (46 and 56 Station Road, both Grade 2 Listed) and 150m to the north (2 Station Road, Grade 2* Listed)

Principle of development

13. The NPPF advises that every effort should be made to identify and then meet the housing needs of an area, and respond positively to wider opportunities for growth. Additionally the Development Plan (Core Strategy Development Plan Document adopted January 2007 and Development Control Policies Development Plan adopted January 2007) identifies Histon along with Impington as a 'Rural Centre' where adopted policy ST/4 advises in such village's new residential development, within village frameworks, without any limitations on the scheme size is supported. This approach is proposed to continue under the emerging Local Plan.
14. The application is located within the framework boundary of a well served village and as such the principle of constructing a new property is supported subject to other land use considerations.

Character and appearance of the built environment including heritage assets

15. Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 Act requires that in determining applications Local Authorities pay special attention to the desirability of preserving or enhancing the character or appearance of a conservation area.
16. Station Road is characterised by a mixture of detached and semi-detached dwellings of traditional appearance fronting and set close to the kerbside. This is interspersed with detached bungalows, normally set further back within the site, and of more modern appearance. There are some examples of short rows of terraced properties.
17. The existing bungalow is of limited architectural value, and its demolition does not harm the Conservation Area. In terms of the replacement building, the terrace is of comparable height to surrounding buildings, but is bulkier due to a combination of its ridge height (19.2m) which extends across the full width of the building, unlike that of the adjoining pair of dwellings to the south. In respect of detailed design and materials, the fenestration pattern including introduction of bay windows and stone cills in combination with the buff brick, slate roof and timber windows is in keeping with the established character.

18. Although on the large size, the replacement building represents a notable improvement to the street scene and positively contributes to both the character and appearance of the Conservation Area, subject to conditions securing detailed finishing.
19. The site is sufficiently separated from the closest Listed Buildings such that no harm is identified to their setting.

Neighbour amenity

20. Overlooking – the terrace benefits from a ground and first floor window to both side elevations, serving WC/bathroom (facing no. 30) and stairwell (facing no. 26). To the rear the bedroom windows outlook down the garden. Subject to conditioning the WC windows are obscure glazed no harm to the amenity of adjoining residents is identified through loss of privacy.
21. Overshadowing/Loss of outlook – The dwelling to the southern end of the terrace does not extend as far to the rear, at first floor level, as the other two properties thereby preventing material overshadowing/loss of outlook to no. 30 Station Road. No. 26 Station Road is of similar depth to the proposed development, negating concerns of shadowing. No further residential properties are affected by the scheme.
22. The occupiers of no. 26 raise concerns over the location of the bin storage for plot 2 which is positioned adjacent their property. Whilst the location is unusual (bins for plot 2 positioned on plot 3), this relationship with the adjoining property does not give rise to harm of neighbour amenity.

Transport

23. The county highways officer does not raise an objection, recommending a number of conditions relating to the provision of pedestrian visibility splays, surface water run-off arrangements and surfacing details along with a traffic management plan. These are considered reasonable and necessary as per the requirements of the Planning Practice Guidance.
24. Each of the units is to be served by a single off road parking space. The councils adopted standards seek an average of 1.5 spaces per dwelling across the district. Given the sites location close to a range of services and facilities including access to the guided busway this level of parking provision is considered appropriate to the locality. The development will likely increase pressure for on-street parking, however the increase in demand is not considered to be of a scale which would materially harm the amenity of local residents and does not justify refusal of consent.
25. Turning to cycle provision, each of the units is to be served by secure cycle storage as required by adopted policy. The location of these sheds could be better positioned within each plot and this can be controlled through condition.

Other considerations

Contributions

26. Government planning policy that sought to introduce a new national threshold on pooled contributions was introduced on 28 November 2014 but has since been quashed. Policies DP/4, SF/10 and SF/11 therefore remain relevant in seeking to ensure the demands placed by a development on local infrastructure are properly

addressed.

27. There remains restrictions on the use of section 106 agreements, however, resulting from the Community Infrastructure Levy Regulations 2010 (amended). CIL Regulation 122 states that a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is (i) Necessary to make the development acceptable in planning terms; (ii) Directly related to the development; and (iii) Fairly and reasonably related in scale and kind to the development.
28. CIL Regulation 123 has the effect of restricting the use of pooled contributions. In accordance with Planning Practice Guidance "When the levy is introduced (and nationally from April 2015), the regulations restrict the use of pooled contributions towards items that may be funded via the levy. At that point, no more may be collected in respect of a specific infrastructure project or a type of infrastructure through a section 106 agreement, if five or more obligations for that project or type of infrastructure have already been entered into since 6 April 2010, and it is a type of infrastructure that is capable of being funded by the levy". The pooling is counted from 6 April 2010. The threshold of 5 has already been exceeded in Histon and Impington and therefore it is not possible to secure any financial contributions.

Other

29. Foul water is to be disposed via the existing sewer network, with surface water disposal via soakaways.
30. No concerns are raised with regard to crime and disorder.
31. The concerns of the Parish Council and correspondence from the single neighbour are noted, with these addressed in the report.

Recommendation

32. Officers recommend that the Committee approve, subject to the following conditions:

Conditions

- (a) 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.)
- (b) The development hereby permitted shall be carried out in accordance with the following approved plans: 'Location Plan', 'Proposed Site Plan' Drawing number 'P01', 'Street Elevations – Existing and Proposed' Drawing number 'P02' AND 'Proposed Plans and Elevations' Drawing number 'P03',
(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)
- (c) No development shall take place until details of the materials to be used in the construction of the external surfaces of the buildings 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.)

- (d) The buildings, hereby permitted, shall not be occupied until the parking spaces have been laid out within the site in accordance with the plan titled 'Proposed Site Plan' Drawing number 'P01'.
(Reason - In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
- (e) The buildings, 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.
(Reason - To ensure the provision of covered and secure cycle parking in accordance with Policy TR/2 of the adopted Local Development Framework 2007.)
- (f) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no development within Classes A, B, C and D 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 the visual amenity of the area in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
- (g) No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in the course of development. The details shall also include specification of all proposed trees, hedges and shrub planting, which shall include details of species, density and size of stock.
(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)
- (h) All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.
(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)
- (i) Apart from any top hung vent, the proposed first and ground floor windows in the side elevation of Plot 1 shall be fitted with obscured glazing (meeting as a minimum Pilkington Standard level 3 in obscurity) and shall be permanently fixed shut. The development shall be retained as such thereafter.
(Reason - To prevent overlooking of the adjoining properties in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

- (j) The driveways shall be constructed such that no surface water drains onto or across the public highway.
(Reason – In the interests of highway safety)
- (k) Visibility splays shall be provided on both sides of all the points of access and shall be maintained free from any obstruction over a height of 600mm within an area of 2m x 2m measured from and along respectively the:
- (a) highway boundary
 - (b) back of the footway
 - (c) edge of the carriageway
- (Reason - In the interest of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
- (l) Prior to commencement of development details of a traffic management plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the agreed details.
(Reason - In the interest of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

Informatives

- (a) Consent from LHA to carry out highways work.

Background Papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- South Cambridgeshire Local Development Framework Core Strategy (adopted January 2007)
- South Cambridgeshire Local Plan 2004 (Delete as appropriate)
- Cambridgeshire and Peterborough Structure Plan 2003 (Delete as appropriate)
- Planning File Ref: (These documents need to be available for public inspection.)
- Documents referred to in the report including appendices on the website only and reports to previous meetings

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