

## **SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL**

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**REPORT TO:** Planning Committee

4 November 2015

**AUTHOR/S:** Planning and New Communities Director

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**Application Number:** S/1795/15/FL

**Parish(es):** Linton

**Proposal:** External Alterations and Subdivision of Single Dwelling to Two Dwellings

**Site address:** 3 Wheatsheaf Way

**Applicant(s):** Jason Frost

**Recommendation:** Approval

**Key material considerations:** Principle of Development  
Highway Safety and Parking  
Neighbour Amenity

**Committee Site Visit:** No

**Departure Application:** No

**Presenting Officer:** Karen Pell-Coggins, Principal Planning Officer

**Application brought to Committee because:** The recommendation of officers conflicts with the view of Linton Parish Council

**Date by which decision due:** 11 September 2015 (Extension of Time Agreed)

### **Planning History**

1. S/1030/87/F - Extension and Wall - Approved

### **National Guidance**

2. National Planning Policy Framework

### **Development Plan Policies**

3. **South Cambridgeshire Local Development Framework Core Strategy DPD 2007**  
ST/2 Housing Provision  
ST/5 Minor Rural Centres
4. **South Cambridgeshire Local Development Framework Development Control Policies DPD 2007**

DP/1 Sustainable Development  
DP/2 Design of New Development  
DP/3 Development Criteria  
DP/4 Infrastructure and New Developments  
DP/7 Development Frameworks  
HG/1 Housing Density  
SF/10 Outdoor Playspace, Informal Open Space, and New Developments  
SF/11 Open Space Standards  
TR/1 Planning For More Sustainable Travel  
TR/2 Car and Cycle Parking Standards

5. **South Cambridgeshire Local Plan Submission 2014**

S/3 Presumption in Favour of Sustainable Development  
S/5 Provision of New Jobs and Homes  
S/7 Development Frameworks  
S/9 Minor Rural Centres  
HQ/1 Design Principles  
H/7 Housing Density  
SC/6 Indoor Community Facilities  
SC/7 Outdoor Playspace, Informal Open Space, and New Developments  
SC/8 Open Space Standards  
TI/2 Planning for Sustainable Travel  
TI/3 Parking Provision  
TI/8 Infrastructure and New Developments

6. **South Cambridgeshire LDF Supplementary Planning Documents (SPD):**

District Design Guide SPD - Adopted March 2010  
Open Space in New Developments SPD - Adopted January 2009

**Consultation**

***Amended Plans***

7. **Linton Parish Council** - Comments that drawing number P-01 Revision C is acceptable.
8. **Local Highways Authority** - Comments are awaited.

***Original Plans***

9. **Linton Parish Council** - Recommends refusal and makes the following comments: -  
"Whilst LPC approves of the provision of smaller houses, it has the following concerns: -
- i) Should a car park at the front of Plot 2 on the corner of Dolphin Close/Wheatsheaf Way the visibility splay would be severely impaired making the junction more dangerous.
  - ii) Cars belonging to or visiting the properties should never be allowed to park on the road in Wheatsheaf Way. Parking in this area is already congested.
  - iii) The school's 'walking bus' uses this route. Traffic is increasing in this area and it is also a through route for agricultural vehicles."
10. **Local Highways Authority** - Requests that the application be refused on the grounds

that the applicant has the ability to provide off street parking to the rear of the properties. This could be achieved by changing the proposed car parking for Plot 1 to Plot 2 and providing a space in the rear garden of Plot 1 for the use of Plot 1 both accessing on to Dolphin Close which would significantly reduce the risk and hazards associated with the proposed car parking.

11. **Environmental Health Officer** - Suggests conditions in relation to the hours of use of construction related deliveries, plant/machinery and noisy works. Also requests informatives with regards to the burning of waste, pile driven foundations and disturbance during construction.

### **Representations**

12. The occupier of **No.2 Dolphin Close** has concerns in relation to a lack of on-site parking and an increase in on-street parking.

### **Site and Surroundings**

13. The site is located within the Linton village framework. No. 3 Wheatsheaf Way is a semi-detached, two-storey brick and tile dwelling that is situated on the corner of Wheatsheaf Way and Dolphin Close. It has an existing two-storey side extension and a single garage and parking space to the rear.

### **Proposal**

14. The application (as amended) seeks conversion of the existing five bedroom dwelling to two x three bedroom dwellings. The existing garage and parking space to the rear would be retained for Plot 1. A front door would be inserted in the front elevation, two new first floor bathroom windows would be inserted in the first floor side elevation and patio doors would be inserted in the rear elevation of Plot 2. A new single parking space would be created within the rear garden of that dwelling.

### **Planning Appraisal**

15. The key issues to consider in the determination of this application relate to the principle of the development, housing density, developer contributions and the impacts of the development upon the character and appearance of the area, highway safety, parking and neighbour amenity.

### **Principle of Development**

16. The site is located within the village framework of a Minor Rural Centre where there is a reasonable range of services and facilities and developments of up to 30 dwellings are considered acceptable in principle. The conversion of a single dwelling to two dwellings is therefore supported in policy terms.

### **Housing Density**

17. The site measures approximately 0.03 of a hectare in area. The density would equate to 67 dwellings per hectare. This would comply with the density requirements set out under Policy HG/1 of the LDF of at least 40 dwellings per hectare for sustainable villages such as Linton. It is also considered to be in keeping with the character and appearance of the area.

### **Developer Contributions**

18. The new development would put extra demand on open space and community facilities in Linton.
19. Recent Government advice (issued through the National Planning Practice Guidance) has led to confusion over the ability of local planning authorities to seek financial contributions. That advice has now been largely cancelled as a result of the recent judicial review decision, which allows the payment of contributions to continue in appropriate cases. However, Linton is one of the villages that has pooled five or more offsite public open space contributions and as such any further request would not be Community Infrastructure Levy (CIL) compliant unless there is a specific need for contributions to make the development acceptable in planning terms. The more informal policy on indoor community facilities is also lacking when considering the CIL.
20. In this case, there is not considered to be a specific need in order to mitigate the impact of the development and contributions are not therefore sought.

#### **Character and Appearance of Area**

21. The external alterations to the building would have a negligible impact upon its visual appearance and are considered satisfactory.
22. The provision of a hard surfaced vehicle parking space to the rear of Plot 1 would be in keeping with the character and appearance of the area.

#### **Highway Safety and Parking**

23. The provision of a new parking space to the rear of Plot 2 is not considered to be detrimental to highway safety subject to the provision of pedestrian visibility splays on the eastern side of the new access to Dolphin Close.
24. Three vehicle parking spaces would be provided for two dwellings. This level of on-site parking is considered acceptable given that the maximum amount of parking spaces required is two per dwelling in poorly accessible areas. Linton is considered a fairly sustainable location and the site is within walking and cycling distance of the centre of the village. Notwithstanding the above, there is unrestricted on-street parking immediately adjacent the site on Wheatsheaf Way and Dolphin Close.
25. The Council cannot restrict parking on Wheatsheaf Way but it is considered that visitors are more likely to park alongside Plot 2 on Dolphin Close as this is safer due to it not being a through route for vehicles (including agricultural) and close to the junction with Horseheath Road.
26. The provision of a pedestrian visibility splay on the eastern side of the new access would ensure that the school walking bus is seen.

#### **Neighbour Amenity**

27. The development is not considered to adversely affect the amenities of neighbours. The new windows would overlook the road and not result in a loss of privacy to nearby properties.

#### **Conclusion**

28. Having regard to applicable national and local planning policies, and having taken all

relevant material considerations into account, it is considered that planning permission should be granted in this instance.

### **Recommendation**

29. Officers recommend that the Committee approves the application (as amended)

### **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: - 1:1250 location plan and drawing numbers P-01 Revision C and P-02 Revision A.  
(Reason – To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)
- (c) The three parking spaces shown on drawing number P-01 Revision C shall be provided prior to the occupation of the development and thereafter retained.  
(Reason - In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
- (d) The visibility splay to the east of the access shall be provided before the occupation of the development and thereafter retained. The splay shall remain clear from obstruction over a height of 600mm.  
(Reason - In the interest of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
- (e) 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 Classes A and E 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 - To safeguard the character and appearance of the area in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
- (f) No site or plant machinery shall be operated, no noisy works shall be carried out and no construction related deliveries taken or dispatched from the site except between 0800 hours and 1800 hours Mondays to Fridays and between 0800 hours and 1300 hours on Saturdays, and not at any time on Sundays and Bank Holidays.  
(Reason - To minimise noise disturbance for adjoining residents in accordance with Policy NE/15 of the adopted Local Development Framework 2007.)

### **Informatives**

- (a) During construction, there shall be no bonfires or burning of waste on site except with the prior permission of the District Environmental Health Officer in accordance with best practice and existing waste management legislation.

**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 DPD 2007
- South Cambridgeshire Local Development Framework Development Control Policies DPD 2007
- South Cambridgeshire Local Development Framework Supplementary Planning Documents
- South Cambridgeshire Local Plan Submission 2014

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