

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO:	Development and Conservation Control Committee	1 st February 2006
AUTHOR/S:	Director of Development Services	

S/2298/05/F - Linton House at Land Adjacent 19 Rivey Close for The Papworth Trust

Recommendation: Approval
Date for Determination: 26th January 2006

Site and Proposal

1. The site is in the north western corner of Rivey Close, inside the Linton village framework. It measures approximately 0.05 of a hectare in area and currently comprises a vacant piece of land that was previously a garage / parking court serving dwellings in Rivey Close, and part of the rear garden to No. 19 Rivey Close.
2. No. 19 Rivey Close is a two-storey end-of-terrace dwelling that is situated to the east of the site. It has one ground floor window and one first floor window in its side elevation. A two metre high fence and low chain link fence define the boundary. No. 17 Rivey Close is a two-storey, semi-detached dwelling that lies to the south. It has a vehicular right of access to the rear via the former garage/ parking court. A 1.8 metre high wall defines the boundary. A woodland public right of way runs along the western boundary of the site with the Chalklands residential development beyond. Open countryside lies to the north. The land rises fairly steeply to the north.
3. The application, received on the 1st December 2005, proposes the erection of a disabled-adapted, four bedroom house. The house faces south and is set back approximately 0.5 metres from the front elevation of No. 19 Rivey Close. It is part two-storey and part single storey with a height of 5 metres to the eaves and 7 metres to the ridge, with the lower element located on the western side. Two parking spaces and turning area is provided. The existing pedestrian access to the public right of way and vehicular access to No. 17 Rivey Close is to be retained. The density equates to 20 dwellings per hectare.

Planning History

4. Planning permission was granted for the erection of five garages on the site in 1965.

Development Plan Policy

5. Policy **P1/3** of the **Cambridgeshire and Peterborough Structure Plan 2003** requires all new developments to incorporate high standards of design that create a sense of place that responds to the local character of the built environment.
6. Policy **SE2** of the **South Cambridgeshire Local Plan 2004** identifies Linton as a Rural Growth Settlement. Residential development is permitted on unallocated land within these settlements providing the retention of the site in its present form is not essential to the character of the village and the development would be sensitive to the character of the village, local features of landscape or ecological importance, and the amenities of neighbours.

7. Policy **HG10** of the **South Cambridgeshire Local Plan 2004** states that the design and layout of residential schemes should be informed by the wider character and context of the local townscape and landscape.
8. Policy **SE9** of the **South Cambridgeshire Local Plan 2004** states that development on the edges of villages should be sympathetically designed and landscaped to minimise its impact upon the countryside.

National Planning Guidance

9. **Planning Policy Guidance Note 3 (Housing)** outlines the governments aim to make the best use of previously developed land.

Consultation

10. **Linton Parish Council** recommends refusal of the application and makes the following comments: -

“Councillors are concerned that this is not the best use of this plot of land due to the gradient and restricted access, but Councillors are, however, pleased that this site is being developed.”
11. The **Cambridgeshire County Council Countryside Services Team** has no objections, but points out that the right of way along the western boundary of the site is Public Bridleway No. 20 and not a public footpath. It recommends the inclusion of various informatives should any consent be granted.
12. The **British Horse Society** has no objections to the application and repeats the above.
13. The **Ramblers Association** has been consulted on the application. Any comments received will be reported verbally at the meeting.
14. The **Chief Environmental Health Officer** is concerned that problems may arise from noise and recommends a working hours condition and general informatives in order to minimise the effects of the development upon nearby residents.

Representations

15. **Shire Homes** on behalf of the applicants make the following comments in support of the application: -

“The five garages were demolished because they were beyond economical repair, partly due to the presence of asbestos in the roofing panels. There is a supply of alternative garages nearby, which were offered to the original tenants of the demolished garages. It is hoped that the land could be redeveloped to provide accommodation for a local household with a need for purpose built disabled facilities. The land in question has an area large enough to provide off-road parking and will not affect the parking facilities of other residents.”
16. The occupiers of **No. 17 and No. 19 Rivey Close** comment that the development will cause parking and access difficulties in an already congested area. The occupier of No. 17 also questions what will happen to his right of access to the rear.

17. A disabled resident of Linton is concerned about general disabled access within the village. He comments that the poor state of the pathways and lack of dropped kerbs do not create a safe environment for such residents.

Planning Comments – Key Issues

18. The main issues to consider in the determination of this application are: -
- 1) The principle of residential development on the site;
 - 2) The design and visual impact of the dwelling; and,
 - 3) The impact upon neighbour amenity.

Principle of Residential Development

19. The development of one dwelling on this site within the village framework is considered acceptable in principle under Policy SE2 of the Local Plan. In addition, the development of a brownfield site within the village framework is considered to contribute towards the aim of PPG3 to make the best use of previously developed land.
20. The development of the site would result in the loss of the parking area that previously served some of the residents of Rivey Close. Whilst the majority of residents have on-site parking in front of their properties, the applicants have demonstrated that off-street parking could be provided within a garage block that is situated opposite No. 14 Rivey Close, approximately 50 metres to the south east, for the residents that do not have on-site parking. This would ensure that there would not be an increase in on-street parking to the detriment of highway safety. In addition, two parking spaces will be provided for the new dwelling, in accordance with the Council's parking standards.

Design and Visual Impact of the Dwelling

21. The erection of a two-storey house on this site is considered to reflect the character of development within the surrounding area. Whilst Rivey Close comprises a mixture of semi-detached and terraced properties, a detached property of the proposed design is considered to be acceptable on this corner plot. A large footprint is required to provide the necessary space for a disabled person to manoeuvre easily within the dwelling.
22. The proposed house is situated in line with the existing dwellings in Rivey Close and approximately 20 metres from the village framework boundary. Whilst it is likely to be visible from the open fields to the rear, it is not considered to adversely affect the character and appearance of the surrounding countryside as a result of the lower ground level, screening and distance from the rear boundary.
23. Although the single storey element of the proposed house would project very close to the western boundary of the site and would be visible from the public right of way, it is not considered to harm the character of the area as the majority of the existing landscaping along this boundary would be retained.

Impact upon Neighbour Amenity

24. Whilst the proposed house would face towards the rear garden of No. 17 Rivey Close, it is not considered to seriously harm the amenities of that property. The

building would be orientated to the north of the dwelling and the two-storey element would be situated approximately 15 metres from the private garden area immediately to the rear of that dwelling. There are no first floor windows facing the rear garden of that property.

25. No. 19 Rivey Close has one ground floor window and one first floor window in its side elevation. The proposed house is not considered to seriously harm the amenities of the neighbour through a loss of outlook, as these windows serve non-habitable rooms. Whilst the proposed house would be sited approximately 2 metres behind the rear elevation of No. 19 Rivey Close, it is not judged to seriously affect the amenities of that property. The first floor windows in the rear elevation of the proposed house would not result in a serious loss of privacy, as a result of existing first floor windows in the rear elevation of the adjoining neighbour at No. 21 Rivey Close.

Other Matters

26. The right of vehicular access to No. 17 Rivey Close is principally a matter between the applicants and the occupiers of that property. I do not consider the loss of the neighbour's access to be a planning consideration that warrant refusal of the application, as there would be two on-site parking spaces retained to the front of No. 17.
27. The retention of the existing pedestrian access to the public right of way is supported.
28. Whilst it is acknowledged that there is a lack of dropped kerbs and that the pathways are in a poor state of repair within Linton, and as a result it is difficult for disabled residents to have a high standard of access to village services, this is not a reason for not supporting the proposed residential unit for occupation by a disabled person. I will, however, pass these concerns on to the applicant for information.

Recommendation

29. Approval subject to conditions:
1. Standard Condition A – Time limited permission (Reason A);
 2. Sc5a – Details of materials for external walls and roofs (Rc5aii);
 3. Sc22 – No windows, doors or openings at first floor level in the south elevation of the development (Rc22);
 4. Sc22 – No further windows, doors or openings at first floor level in the east elevation of the development (Rc22);
 5. C3a + b – Parking for two cars and turning (Rc- To ensure adequate on-site parking and turning in the interests of highway safety);
 6. Sc57- Protection of trees (Rc57);
 7. Sc5e- Finished floor levels (Rc5e);
 8. Sc26- Restriction of hours of use of power operated machinery during the period of construction (Rc26).

Informatives

Reasons for Approval

1. The development is considered generally to accord with the Development Plan and particularly the following policies:

- **Cambridgeshire and Peterborough Structure Plan 2003: P1/3**
(Sustainable design in built development)
- **South Cambridgeshire Local Plan 2004: SE2** (Development in Rural Growth Settlements), **HG10** (Housing Mix and Design) and **SE9** (Village Edges)

2. The development is not considered to be significantly detrimental to the following material planning considerations which have been raised during the consultation exercise:

- Residential amenity
- Highway safety
- Public and private rights of way
- Disabled access

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

- Cambridgeshire and Peterborough Structure Plan 2003
- South Cambridgeshire Local Plan 2004
- Planning File Reference S/2298/05/F

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