

## **SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL**

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**REPORT TO:** Development and Conservation Control Committee  
**AUTHOR/S:** Director of Development Services

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1<sup>st</sup> February 2006

**S/2127/05/F - Melbourn**  
**Alterations to Partially Built Extension to Provide Additional Dwelling  
for A De Simone**

**Recommendation: Delegated Approval**  
**Determination Date: 2<sup>nd</sup> January 2006**

### **Site and Proposal**

1. The site is currently occupied by a semi-detached two storey house with a site frontage of approximately 17m, one of a pair of properties of similar design to others in Portway, a roadway with no footways accessed off Cambridge Road on the north eastern corner of Melbourn.
2. The full planning application, received 7<sup>th</sup> November 2005, proposes to convert a partially constructed extension to a three bedroom dwelling.
3. The new dwelling would have a hipped roof, will be set back from the existing by approximately 0.5m and not project beyond the rear wall of the existing.
4. The proposal has been amended to show 2 spaces for each dwelling and to correct the plans for the existing dwelling which did not show the existing dwelling having a bathroom. The plans also show the south eastern boundary where there is a gap of approximately 1m from the side wall of the new garage to this boundary.
5. Parking for two cars for each dwelling is shown though one of the spaces for the existing dwelling is less than a standard car parking space length.
6. A fence is proposed to separate the rear gardens and a 900mm high wall to separate the front gardens.

### **Planning History**

7. Full planning permission (ref. S/1630/02/F) was granted in November 2002 for an extension to 21 Portway. The bulk and form are similar to the dwelling proposed but the rear element projected back as a gable and a 6m<sup>2</sup> porch was to be erected at the front. This permission has been implemented and is substantially complete (at the time of writing the roof had not been started but the walls were up to ridge level).

### **Planning Policy**

8. South Cambridgeshire Local Plan 2004 (Local Plan) **Policy SE2** – List of Rural Growth Settlements states (in part):

“Residential development and redevelopment will be permitted on unallocated land within village frameworks of RGS provided that

- (a) The retention of the site in its present form is not essential to the character of the village;

- (b) The development would be sensitive to the character of the village, local features of landscape or ecological importance, and the amenities of neighbours;
- (c) The village has the necessary infrastructure capacity; and
- (d) Residential development would not conflict with another policy of the Plan.”

9. Local Plan **Policy HG10** – Housing Mix and Design states:

“Residential developments will be required to contain a mix of units providing accommodation in a range of types, sizes (including 1 and 2 bedroom dwellings) and affordability, making the best use of the site and promoting a sense of community which reflects local needs.

The design and layout of schemes should be informed by the wider character and context of the local townscape and landscape. Schemes should also achieve high quality design and distinctiveness, avoiding inflexible standards and promoting energy efficiency. The District Council will support the preparation of Village Design Statements to secure these aims”.

**Consultation**

10. **Melbourn Parish Council**

Comments in relation to the proposal as submitted: Recommends refusal  
“Design as submitted unworkable i.e. no bathroom facilities in original dwelling, no access to the rear of same. Plans do not make sense.”

Comments in relation to the amended plans are awaited.

11. **Chief Environmental Health Officer**

No objections subject to safeguarding measures during construction to control noise.

12. **Local Highways Authority**

“Portway is maintained by this Authority at public expense. Whilst it does not comprise a standard carriageway and footpath arrangement normally expected in this location, the combined carriageway / footway is some 5.5m – 6.0m wide which is suitable to cater for vehicles and pedestrians.

The domain comprises a suitable turning facility that would cater for most vehicles likely to enter Portway. Similarly, the junction with Cambridge Road comprises acceptable geometry and visibility.

Given the above, I could not sustain an objection to the proposed development.”

**Representations**

13. None received.

**Planning Comments – Key Issues**

14. The key issues are the visual impact in the street scene, the impact on neighbour amenity and on highway safety.

**Visual Impact**

15. The new dwelling does not differ from the approved extension in any material way. In fact its bulk is reduced. There will be a need for more cars to be parked in front of the new and existing dwellings and a low garden wall is proposed to separate the two front gardens. I do not, however, consider that this would be detrimental to the character of the area or the visual quality of the street scene.

***Neighbour amenity***

16. There are no openings proposed in the side (south east) elevation that faces the neighbouring property and the position of rear facing first floor windows will not result in any greater impact on privacy than the approved scheme.

***Highway safety***

17. I am concerned that both properties require 2 off street car parking spaces and the submitted layout plan does not adequately show how this can be achieved. However, it should be possible to provide adequate parking if there is no porch or step element to the front door of the existing dwelling. A revised plan is therefore necessary.

18. ***Other issues***

There is no pedestrian access to the rear and no provision or space for bin storage to the front of the existing property. Access to the rear could be achieved alongside the garage to the new dwelling, where there is a 1m gap, which would allow for bin storage to the rear of the existing property.

**Recommendation**

19. Delegated approval, as amended by letter dated 9<sup>th</sup> December 2005 and plans 1A, 2B and 3A franked 16<sup>th</sup> January 2006, subject to the submission of a plan showing 2 suitable off street car parking spaces, rear access for bin storage, and to the following conditions:
1. 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 would not have been acted upon.)
  2. The external materials of construction for the building works hereby permitted shall be identical to those used for the existing building unless otherwise agreed in writing with the Local Planning Authority. (Reason - To ensure that the appearance of the development blends in with the existing building in accordance with Policies SE2 and HG10 of the South Cambridgeshire Local Plan 2004.)
  3. No windows, doors or openings of any kind shall be inserted in the first floor south east elevation of the development, hereby permitted, unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf. (Reason - To safeguard the privacy of occupiers of the adjoining properties in accordance with the requirements of Policies SE2 and HG10 of the South Cambridgeshire Local Plan 2004.)
  4. The development shall not be occupied until space has been laid out within the site for 2 cars to be parked for both the existing dwelling, known as 21 Portway and for the additional dwelling, hereby approved, and that area shall not thereafter be used for any purpose other than parking of vehicles. (Reason - To ensure adequate space is provided and thereafter maintained on site for the parking and turning of vehicles.)
  5. During the period of construction no power operated machinery shall be operated on the premises before 08.00 hours on weekdays and 08.00 hours on Saturdays nor after 18.00 hours on weekdays and 13.00 hours on Saturdays (nor at any time on Sundays or Bank Holidays) unless otherwise previously agreed in writing with the Local Planning Authority in accordance with any agreed noise restrictions. (Reason - To protect the occupiers of adjacent properties from an unacceptable level of noise disturbance during the period of construction.)

## **Reasons for Approval**

1. The development is considered generally to accord with the Development Plan and particularly the following policies:  
South Cambridgeshire Local Plan 2004: **SE2, HG10**

**Background Papers:** the following background papers were used in the preparation of this report: Planning Files reference S/2127/05/F and S/1630/02/F, South Cambridgeshire Local Plan 2004.

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