

## **SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL**

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**REPORT TO:** Planning Committee

6<sup>th</sup> June 2007

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

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### **S/0588/07/F – THRILOW**

**Dwelling at Land Adjacent to 8 Woburn Place for Mr D Eversden & Ms S Keylock**

**Recommendation: Approval**

**Date for Determination: 25<sup>th</sup> May 2007**

#### **Notes:**

**This Application has been reported to the Planning Committee for determination because the recommendation is contrary to the response of the Parish Council.**

#### **Site and Proposal**

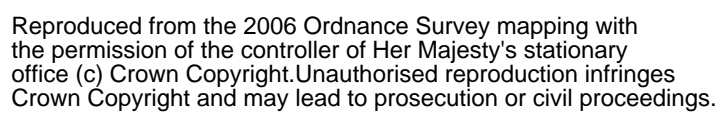
1. The 0.01 hectare application site is located on the north-west side of the A505 within the Heathfield estate. It comprises part of the curtilage of No.8 Woburn Place, a two storey render and slate dwelling at the north-eastern end of a terrace of four properties. This terrace faces the A505 with private gardens sited on the rear/north-west side of the dwellings.
2. The full application, submitted on 30<sup>th</sup> March 2007 and amended on 16<sup>th</sup> May 2007, proposes to extend the existing property on its north-eastern side in order to create a two storey 2-bedroom house. The existing parking area to the rear/north-west side of No.8 would be subdivided to provide two off-street parking spaces for each of the existing and proposed properties. The density of the development equates to 71 dwellings/hectare, gross inclusive of the existing dwelling.

#### **Planning History**

3. None.

#### **Planning Policy**

4. Whilst the site falls within the parish of Thriplow, it is located in the Heathfield area which is identified within **Policy ST/7** of the South Cambridgeshire Local Development Framework (LDF) Core Strategy, adopted January 2007, as an infill only village. In such locations, **Policy SE5** of the South Cambridgeshire Local Plan 2004 states that residential development will be restricted to no more than two dwellings comprising (amongst others) the redevelopment of an existing residential curtilage providing the site does not form an essential part of village character, and development is sympathetic to the historic interests, character, and amenities of the locality.
5. **Policy P1/3** of the Cambridgeshire and Peterborough Structure Plan 2003 stresses the need for a high standard of design and a sense of place which corresponds to the local character of the built environment.



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## **Consultations**

6. **Thriplow Parish Council** objects to the application for the following reasons:

“The area is already too dense and this proposal would appear to be far too cramped. All the groups of houses in this part of Heathfield have ‘breathing spaces’ at either end of the terraces and no building abuts directly onto a road. Speculative development on any ‘breathing space’ in Heathfield should be resisted – the density would become claustrophobic. Parking problems already exist with residents in this part of the estate, a further dwelling would add to these problems. The building would spoil the aspect of the estate frontage. The plan shows the house extending to the boundary of the property which doesn’t seem right.”
7. **The Local Highways Authority** raises no objections, subject to an informative stating that permission does not constitute a licence to a developer to carry out any works within, or disturbance of, or interference with the public highway.
8. **Corporate Manager (Health and Environmental Services)** raises no objections subject to a condition restricting the hours of use of power operated machinery during the construction period being attached to any consent in order to minimise noise disturbance to neighbours.

## **Representations**

9. Letters of objection have been received from the occupiers of Nos. 9 and 11 Woburn Place. The letter from the former has been accompanied by a petition signed by Nos. 10, 13, 15 and 15a Woburn Place. The main points raised are:
  - a. The proposed dwelling would reduce light to No.11 Woburn Place;
  - b. The development will cause problems with parking and extra traffic in an area where there is already an on-street parking problem;
  - c. The proposal will lead to more on-street parking which will cause access problems for emergency and refuse vehicles, and to the driveway serving No.9 Woburn Place;
  - d. Lack of visibility from the parking spaces of pedestrians using the adjacent footpath;
  - e. 2 x 1000 litre oil tanks are shown just 1½ metres from No.11, with a wooden fence between. Is this legal?;
  - f. Would set a precedent for development of nearby sites;
  - g. Would result in disturbance to neighbours, obstruct access to neighbouring properties, and cause potential safety problems during the construction period.

## **Planning Comments – Key Issues**

10. The key issues to consider in the determination of this application are:
  - a. Impact upon the character of the area;
  - b. Affect upon the amenities of adjoining residents;
  - c. Highway safety/parking.

### ***Impact upon character of area***

11. The proposed development would result in a continuation of the existing row of four dwellings to create a terrace of five properties. The new dwelling would be of the same proportions and same height as the existing terrace and would utilise matching materials. I am therefore satisfied that, in design terms, the proposal would be in keeping with the character of the area.
12. The proposed development would result in the loss of the existing open area at the south-eastern end of the cul-de-sac, filling in part of the gap between Nos. 8 and 9 Woburn Place. The side wall of No.8 together with the front elevations of Nos. 11 –14 form a straight building line and the proposed dwelling, formed by extending No.8 on its north-eastern side, would intrude forward of this line and be readily visible in the street scene particularly when viewed from the other end of the road to the north-west. However, in my opinion, the retention of this building line is not critical to the streetscape and there would still be a space of some 16 metres between the proposed dwelling and No.9 Woburn Place. As such, whilst I accept the development would be visible and prominent, I do not consider it would be seriously harmful to the character of the area.

### ***Residential amenity***

13. The occupiers of No.11 Woburn Place have expressed concerns about the development on the grounds of loss of light to their property. The proposed dwelling would be sited on the south-east side of No.11 and there would therefore be some mid morning loss of sunlight to the front garden area. However, given that the dwelling would be in excess of 10 metres away from, and sited at a very oblique angle to, No.11's front garden, I consider any loss of sunlight would not be significant enough to substantiate a refusal of the application.
14. The proposed dwelling has no first floor windows in its north-east side elevation, in order to protect the future privacies of the occupiers of No.9 Woburn Place. A condition should be added to any consent preventing the insertion of windows without prior planning permission.
15. With regards to the oil tank, the applicant's agent has confirmed that it will be properly installed and maintained by a registered technician in accordance with current regulations. In addition, the Council's Building Inspector has confirmed that if the oil tank is to be sited within 760mm of a fence (this would be the case), then 30 minute fire protection would be required.

### ***Highway safety/parking***

16. There is a gravelled area to the rear of the existing dwelling that is presently used as an off-street parking area. This would be utilised to provide two off-street parking spaces for both the existing house and the proposed new dwelling. In addition to these spaces, No. 8 Woburn Place also has a designated parking space elsewhere within Heathfields. Given that the proposed off-street parking provision exceeds the Council's parking standards, I am satisfied that the development should not give rise to on-street parking problems and that the application could not justifiably be refused on highway safety grounds.
17. The parking area is presently bounded by 1.8 metre high fencing which does obstruct pedestrian visibility. An amended plan showing the provision of a 2 metre x 2 metre

visibility splay to the south-east has been submitted. In addition to this, the fence that forms the boundary of the site with the adjacent pathway should be reduced to a maximum height of 600mm for a distance of 2 metres back from the edge of the private road in order to provide adequate visibility on the north-west side of the parking area.

### **Recommendation**

18. Approval, as amended by drawing number PC/07/05-04-rev A date stamped 16<sup>th</sup> May 2007:

### **Conditions**

1. Standard Condition A (Reason - A);
2. Sc19 (Rc19);
3. No windows, doors or openings of any kind shall be inserted at first floor level in the north-east side elevation of the dwelling, 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 property to the north-east, No.9 Woburn Place);
4. The permanent space to be reserved on the site for parking for both the existing property at No.8 Woburn Place and the new dwelling, as shown on drawing number PC/07/05-04-rev A date stamped 16<sup>th</sup> May 2007, shall be provided before the first occupation of the dwelling, hereby permitted, and thereafter maintained. (Reason – In the interests of highway safety);
5. A visibility splay shall be provided on the south-east side of the access and shall be maintained free from any obstruction over a height of 600mm within an area of 2.0 metres x 2.0 metres measured from and along respectively the boundary of the site with the adjacent private road. (Reason – In the interests of highway safety);
6. Before the occupation of the dwelling, hereby permitted, the fence forming the boundary between the proposed parking area and adjacent footpath to the north-west shall be reduced to a maximum height of 600mm for a distance of 2 metres back from the boundary of the site with the adjacent private road and shall thereafter be maintained (Reason – In the interests of highway safety);
7. 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 (Rc26).

## **Informatives**

### **Reasons for Approval**

1. The development is considered generally to accord with the Development Plan and particularly the following policies:
  - **South Cambridgeshire Local Development Framework (LDF) Core Strategy**, adopted January 2007:  
**ST/7** (Infill Villages)
  - **Cambridgeshire and Peterborough Structure Plan 2003:**  
**P1/3** (Sustainable design in built development)
  - **South Cambridgeshire Local Plan 2004:**  
**SE5** (Development in Infill Villages)
2. The proposal is not considered to be significantly detrimental to the following material planning considerations which have been raised during the consultation exercise:
  - Residential amenity;
  - Impact on character of area;
  - Highway safety.

### **General**

1. 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.
2. 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.
3. The granting of planning permission does not constitute a permission or licence to carry out any works within, or disturbance of, or interference with, the public highway. Separate permission must be sought from the Local Highways Authority for such works.

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

- South Cambridgeshire Local Development Framework (LDF) Core Strategy, adopted January 2007.
- South Cambridgeshire Local Plan 2004
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning File Ref: S/0588/07/F.

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