

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

6th June 2007

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

S/0603/07/F – HARSTON

Dwelling – Land r/o 45 London Road for Mr & Mrs Snell

Recommendation: Approval

Date for Determination: 23rd May 2007

Notes:

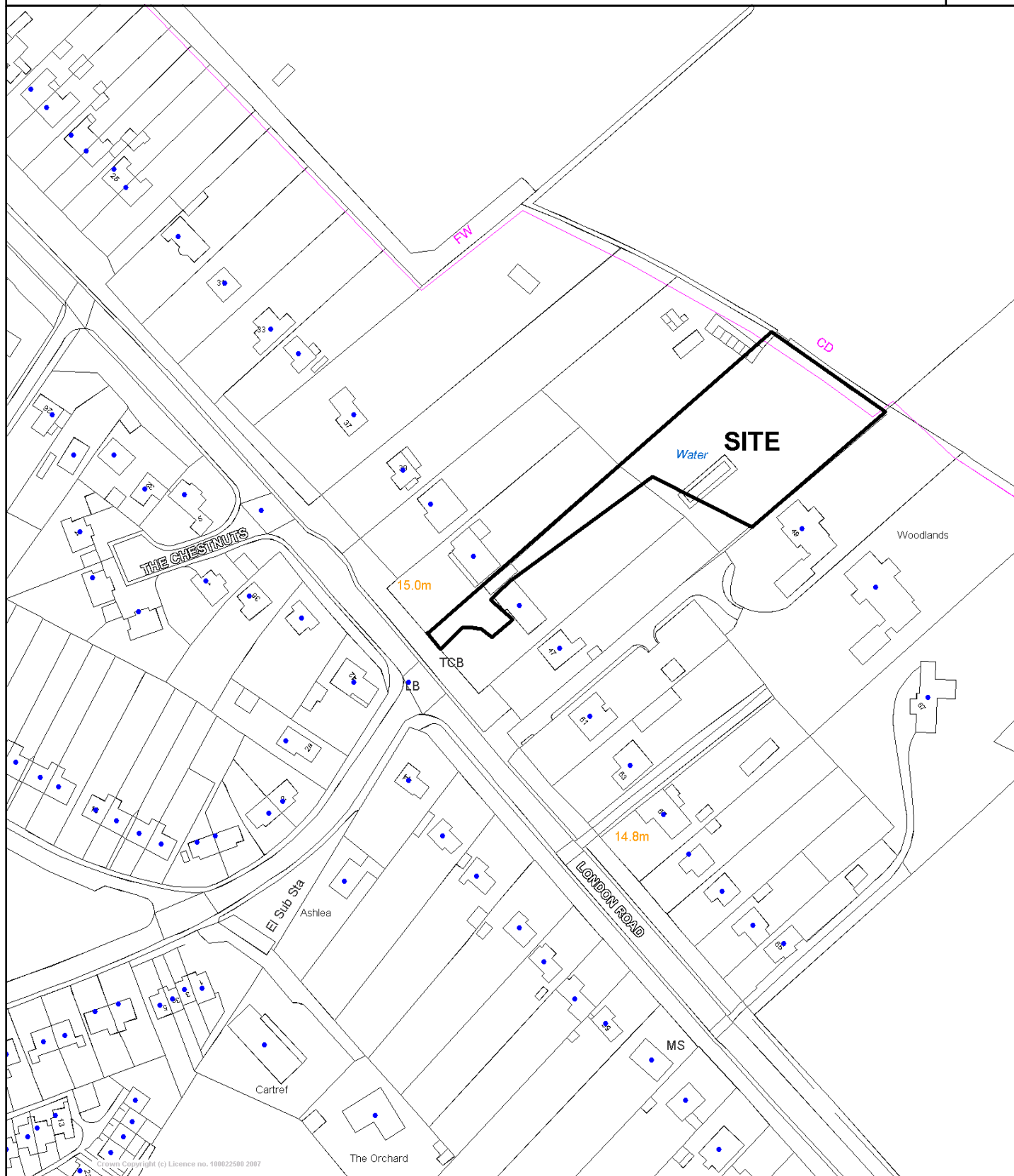
This Application has been reported to the Planning Committee for determination because the Officer recommendation is contrary to the recommendation of the Parish Council.

Site and Proposal

1. This 0.28 hectare application site is located on the east side of London Road and comprises an orchard that forms part of the rear garden area to No.45 London Road, a single storey brick and tile detached dwelling.
2. The full application, submitted on 28th March 2007, seeks to erect an 8.6 metre high two storey 5-bedroom brick and tile dwelling on the site. Access to the site would be along the north-western side of No.45's garden and would necessitate the demolition of the existing garage. The 100 metre long access would be shared between the existing and proposed dwellings and would be 5 metres wide for a minimum distance of 10 metres into the site, after which it would narrow to a width of 3.7 metres. The density of the development equates to 4 dwellings/hectare.

Planning History

3. There is no planning history on the application site. However, there are other approved applications in the immediate area that are of note. Under reference **S/1604/02/F**, an application for the replacement of a bungalow, sited to the rear of No.55 London Road, with a two storey dwelling was approved. Subsequently, an application to erect two dwellings at No.51 London Road (one frontage dwelling following the demolition of the existing and one to the rear) was granted (**S/0899/03/F**). These consents have both been implemented.
4. Members may also recall that, at Committee in December 2006, consent was granted for the erection of a two storey dwelling to the rear of No.41 London Road (**S/2069/06/F**) whilst, at the February 2007 Committee meeting, permission was given for the erection of a further two storey detached property to the rear of No.37 London Road (**S/2290/06/F**), following an earlier outline planning permission (**S/0329/06/O**).



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Scale 1/1740 Date 23/5/2007

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Planning Policy

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.
6. Harston is identified within **Policy ST/6** of the South Cambridgeshire Local Development Framework (LDF) Core Strategy, adopted January 2007, as a Group Village. In such locations, Policy SE4 of the South Cambridgeshire Local Plan 2004 states that residential development up to a maximum of 8 dwellings will be permitted providing the site does not form an essential part of village character, and providing development is sympathetic to the historic interests, character, and amenities of the locality.
7. **Policy HG11** of the Local Plan states that development to the rear of existing properties will only be permitted where the development would not:
 - a. Result in overbearing, overlooking or overshadowing of existing residential properties;
 - b. Result in noise and disturbance to existing residential properties through the use of its access;
 - c. Result in highway dangers through the use of its access;
 - d. Be out of character with the pattern of development in the vicinity.

Consultations

8. **Harston Parish Council** objects to the application “on the grounds of backfill development on this residential area.”
9. The **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.
10. The **Local Highways Authority** raises no objections.
11. The **Trees and Landscape Officer** raises no objections subject to details of ‘no dig’ construction being submitted showing any level changes and methodology.

Representations

12. Comments have been received from No. 41 London Road. The main points raised are:
 - a. The driveway leading up to the proposed new house and surrounding parking areas around the garage should be of hard construction to reduce surface noise from vehicle movement;
 - b. The glass on the first floor overlooking the development at No.41 should be of etched/frosted design.

The writer understands that the drawings show these to be the case, but wishes to emphasise these points.

Planning Comments – Key Issues

14. 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. Impact upon trees;
- d. Highway safety.

Impact upon character of area

15. The Parish Council has objected to the application on the basis that it represents backland development in this residential area. Policy HG11 of the Local Plan, however, states that backland development may be acceptable if it would not be out of keeping with the pattern of development in the vicinity.
16. Immediately to the south-east of the site are three backland plots located to the rear of Nos. 51, 53/57 and 59-65 London Road, these plots being occupied by substantial detached 2½ storey dwellings (2 of which are just under 10 metres high) set within spacious gardens and located to the rear of single storey or 1½ storey dwellings. In addition, consent has recently been granted for a 2½ storey 9.4 metre high dwelling on a backland plot to the rear of a bungalow sited at No. 41 London Road, on land immediately to the north-west of the application site. Beyond this to the north-west is a further recent consent for a substantial 9.7 metre high dwelling. The character of constructed and approved development in the vicinity of the site is therefore one of substantial detached dwellings on spacious backland plots. The scale and siting of the dwelling proposed within this application is very much in keeping with this character whilst it is lower in height than either the constructed property to the south-east or the approved (unconstructed) dwelling to the north-west.
17. Indeed, by splitting the dwelling into linked, staggered elements and by keeping the building to 2 (rather than 2½) storeys in scale, I believe the proposal is more successful than surrounding schemes in designing a substantial property in a way that would not be intrusive in the surrounding streetscape.

Residential amenity

18. The proposed access would run adjacent to the north-west side wall of No.45 London Road within which there are a secondary kitchen window together with openings serving a larder and bathroom. The neighbouring property, No.43 London Road, has a bathroom window in its side elevation facing the access. The driveway would be enclosed by 1.8 metre high fences on both sides where it passes between the two dwellings and I am satisfied that it would not result in undue noise and disturbance to the occupiers of either property.
19. First floor windows in the proposed dwelling would be sited in excess of 70 metres away from windows within the neighbouring properties at Nos. 43, 45 and 47 London Road. This distance is therefore sufficient to avoid significant overlooking or overbearing problems. The dwelling has also been designed to ensure that there would be no undue overlooking of the constructed dwelling to the south-east (No.49) or the approved plot to the north-west. The two storey gable on the south-east side adjacent to No.49 London Road has no first floor windows. There are a bedroom window and balcony on the rear two storey element but these are sited in excess of 20 metres away from the boundary with No.49. On the north-west side are a bathroom window and glazed link corridor. Both are shown fitted with etched translucent glass to prevent

significant overlooking problems of the approved plot beyond the north-western boundary. Conditions should be added to any consent requiring the openings in the north-west elevation to be fitted with translucent glass and preventing the insertion of further first floor openings in this side as well as in the south-east side of the two storey gable sited nearest to No.49.

Highway Safety

20. The access would be 5 metres wide for a minimum of 10 metres back from the frontage of the site, whilst the proposal also shows the provision of parking and turning space at the front of the existing dwelling. The Local Highways Authority considers the application to be acceptable from a highway safety point of view.

Impact on trees

21. The Trees Officer has raised no objections to the application subject to the submission of further details relating to driveway construction. These can be conditioned as part of any planning permission.

Recommendation

22. Approval:
1. Standard Condition A (Reason A);
 2. Sc5a – Details of materials for external walls and roofs of the dwelling (Rc5aii);
 3. Sc5 – Details of materials to be used for the access, including details of ‘no-dig’ construction (Reason – To minimise noise disturbance to neighbouring properties and to avoid the loss of trees adjacent to the proposed means of access);
 4. Sc60 – Boundary treatment details (Rc60);
 5. Sc51 – Landscaping (Rc51);
 6. Sc52 – Implementation of landscaping (Rc52);
 7. The first floor window and glazing to the link corridor in the north-west side elevations of the dwelling, hereby permitted, shall be fitted and permanently maintained with obscured/translucent etched glass (Reason – To safeguard the privacy of occupiers of adjoining properties);
 8. No further windows, doors or openings of any kind shall be inserted at first floor level in the north-west elevation of the dwelling and in the south-east elevation of the southernmost gable, 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 adjoining properties);
 9. The access road shall be of a minimum width of 5 metres for a distance of 10 metres from the edge of the existing carriageway, and a minimum width of 3.7 metres thereafter (Reason – In the interests of highway safety and to ensure the access is of sufficient width to accommodate fire engines);
 10. Before the occupation of the dwelling, hereby permitted, the access from the existing highway shall be laid out and constructed to the satisfaction of the Local

Planning Authority after consultation with the Local Highway Authority (Reason – In the interests of highway safety);

11. An adequate space shall be provided both within the site and within the curtilage of No.45 London Road to enable vehicles to enter and leave in forward gear and park clear of the public highway (Reason – In the interests of highway safety);
12. The permanent space to be reserved on the site and within the remaining curtilage of No.45 London Road for turning and parking shall be provided before the occupation of the dwelling, hereby permitted, and thereafter maintained (Reason – In the interests of highway safety);
13. 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:
 - **Cambridgeshire and Peterborough Structure Plan 2003:**
P1/3 (Sustainable Design in Built Development)
 - **South Cambridgeshire Local Plan 2004:**
SE4 (Development in Group Villages)
HG11 (Backland Development)
 - **South Cambridgeshire Local Development Framework (LDF) Core Strategy, adopted January 2007:**
ST/6 (Group Villages)
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;
 - Impact on trees;
 - Impact on character of area.

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.

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;
- South Cambridgeshire Local Development Framework (LDF) Core Strategy, adopted January 2007;
- Planning application references: S/2290/06/F, S/2069/06/F, S/0329/06/O, S/0899/03/F, S/1604/02/F and S/0603/07/F.

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