

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

4th July 2007

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

S/0980/07/F - COTTENHAM
7 Flats Following Demolition of Nos. 74 and 76 Rampton Road
for George Lewis Design and Build Ltd

Recommendation: Approval

Date for Determination: 13 May 2007

This Application has been reported to the Planning Committee for determination since the Parish Council recommendation is to refuse the application contrary to the officer recommendation.

Site and Proposal

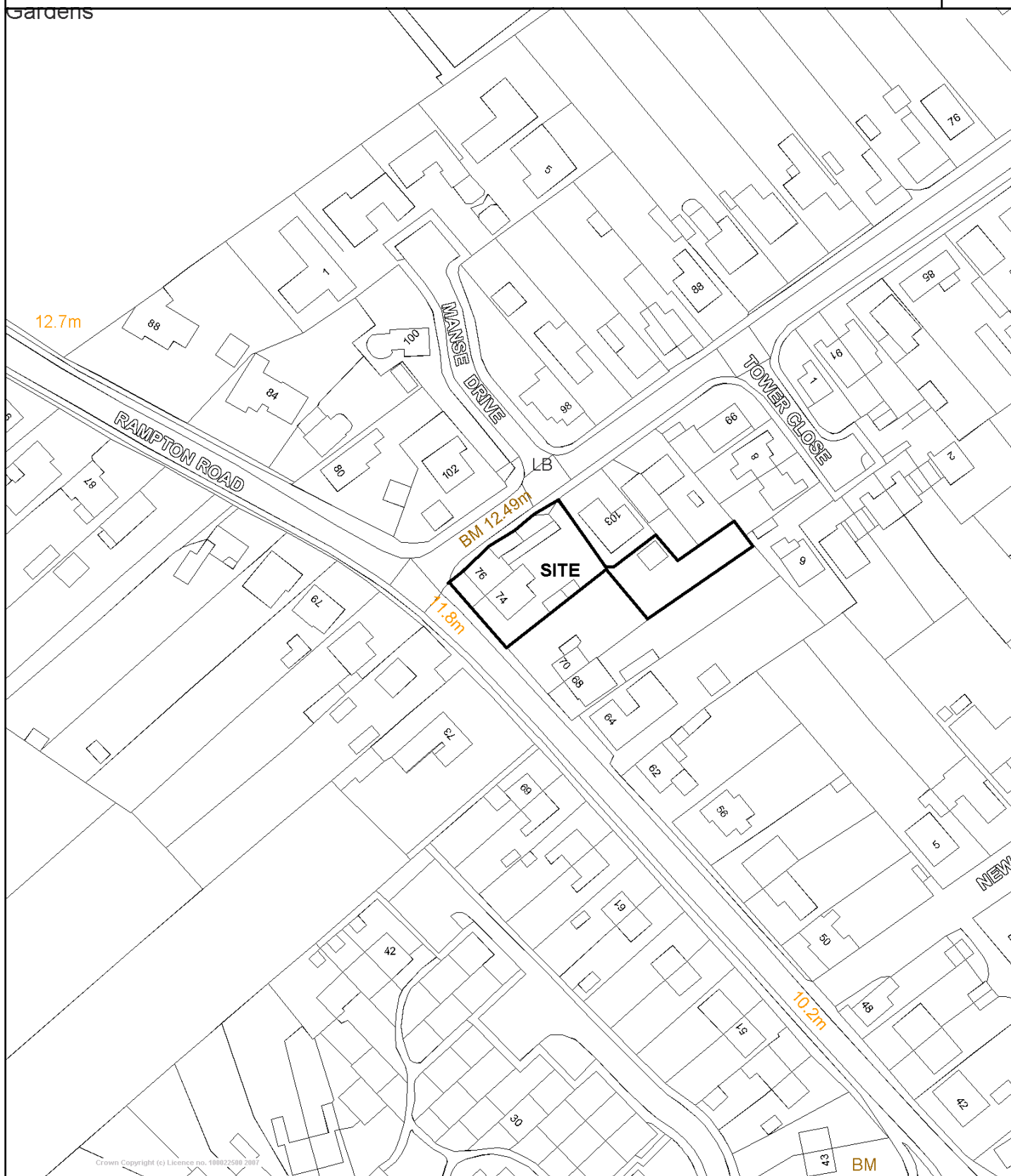
1. The site is located on the corner of Rampton Road and Lambs Lane Cottenham which is situated to the south western side of the village. This part of Rampton Road is on an incline. The area is a mix of house types and styles. The majority of the dwellings are set back from the pavement and this part of Rampton Road is well landscaped. There are wide pavements and grass verges and a mix of boundary treatments. Lambs Lane has more modern dwellings with bungalows adjacent the site and detached houses opposite. The former water tower is also visible from the site. This is Grade II listed.
2. The site comprises two semi-detached houses which front Rampton Road. This is unusual as the two dwellings are not typical semi detached dwellings rather a traditional Cottenham villa which has been extended and then separated into two dwellings. A single storey wing to the main dwelling runs parallel with Lambs Lane. To the rear are two, two storey, flat roofed extensions which detract from the character of the building. There are two vehicular accesses: one on Lambs Lane; the other on Rampton Road. A bus stop and post box are close to the Lambs Lane access.
3. The rear garden is overgrown and contains a small pond, detached single garage and workshop. The garden is split in two with the rest of the garden located behind 101 and 103 Lambs Lane, 70 Rampton Road and 7 and 8 Tower Close.
4. This planning application received 18 May 2007 seeks to erect 7 flats on a similar footprint to the existing dwellings with parking located to the rear and a small amenity garden for bike and bin storage. Vehicular access is from Lambs Lane. The scheme incorporates 4 x 2bed flats and 3x 1-bed flats. The building would be 2 storey to Rampton Road and 1 1/2storey to Lambs Lane. The density equates to 70 dwellings per hectare.

Planning History

5. Various extensions in the 1970's then recently **S/0914/81/F** Construction of vehicular access approved in 1981 and implemented.



Gardens



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Scale 1/1250 Date 21/6/2007

Centre = 544446 E 267323 N

JULY PLANNING COMMITTEE 2007

Planning Policy

Cambridgeshire & Peterborough Structure Plan 2003

6. **P1/3** stresses the need for a high standard of design and a sense of place, which corresponds, to the local character of the built environment.
7. **P5/3** relates to density of development being at a minimum of 30 dwellings per hectare.
8. **P5/5** relates to small scale housing being permitted where appropriate taking into account need for affordable housing, character of the village and level of jobs services.

South Cambridgeshire Local Plan, 2004

9. **SE8** states that there is a general presumption in favour of residential development within the village frameworks where this accords with other policies.
10. **HG10** – Housing Mix and Design requires schemes to contain a mix of units in terms of types, sizes and affordability.

Local Development Framework - Core Strategy, adopted January 2007

11. **ST/3** Reusing Previously Developed Land and Buildings sets a target of 37% of new dwellings to be on previously developed land between 1999 and 2016.
12. **ST/5** identifies Cottenham as a Minor Rural Centre whereby residential redevelopment of up to 30 dwellings will be permitted within the village frameworks. Larger scale development (9 to 30 dwellings) will attract contributions for infrastructure and services.

Consultations

13. **Cottenham Parish Council** “Whereas the Parish Council has no objection to the general principle of redevelopment, nor to the architectural design of the buildings submitted, it recommends the refusal of this planning application for the reasons listed below.
 - a. The proposed access, to car parking at the rear, is inadequate. The developers drawings and narrative suggest that the visibility splays are either in keeping with LPA requirements or of a nature that should be found acceptable. The reality would appear to be that this access, though of an acceptable width (5m) will be bordered by a railing/wall on the one side and a fence at least (a wall we believe has been requested by residents of 103 Lambs Lane) on the other. It is this council’s view that visibility on exiting the development will be substantially impaired until vehicles are on the pavement and this is unacceptable to the council.
 - b. Access. This council would also remind the LPA that Lambs Lane is a very busy road most of the day and especially when children are at the village Primary School in Lambs Lane. The junction of Lambs Lane with Rampton Road offers a tight turn whether entering or exiting, and this junction is barely 35 metres from the access we dispute. As the LPA knows, safety is a key issue of planning under PPG13 and this council feels that the access, as presently intended, poses an unacceptable risk to the safety of both pedestrians and other road users.

- c. The Lambs Lane/Rampton Road junction. The building line, per this development, has moved some four feet closer to the road; added to this is the proposal for a railing and pillar abutting the pavement. The council feels that this, too, will impair the vision of motorists exiting the Rampton Road and is therefore unacceptable.
 - d. Car Parking. The LPA's Local Plan Document 2004 (section 7 Use Class C3) allows for a maximum of 1.5 parking spaces for a development such as this – the intention being, per PPG13, that 1.5 would allow, presumably, for visitors and disabled requirements. Given the rural nature of this village the car is a vital form of transport and this council believes that to allow anything less than 1.5 spaces (thus 10.5 for this development) would be a contravention of the LPA's own planning policy and, too, of PPG13. The council believes that the proposed car park of 7 spaces is too small and, furthermore, that the turning circles are inadequate.
 - e. The Design and Access Statement says that both Rampton Road and Lambs Lane are wide roads. This is an exaggeration. Lambs Lane is, in fact, largely a very narrow road with the majority of parking being off road. When vehicles park on Lambs Lane they create considerable difficulties for passing traffic, general access into side roads, and in particular the Citi 7 bus which visits Lambs Lane every 10 minutes. On-road parking as envisaged by PPG 13 is totally inappropriate for both Lambs Lane and Rampton Road and thus there is no mitigation of the 7 parking spaces objection.
 - f. The council is concerned that some land at the rear of 101 Lambs Lane, whilst shown on the documents, is missing, excluded, from the development and some plans, especially the 'site layout' plan. The site plan shows the location of the bins/bike store and gardens but the land adjacent has disappeared. Cottenham Parish Council would ask what plans there are for this land as they are concerned that it may become a dumping ground for rubbish etc.
 - g. The LPA may decide that development is permitted with or without conditions or amendment to plans. If such is the final outcome then Cottenham Parish Council will require a S106 agreement for the payment of £18,500.00 per dwelling, with such moneys to be ring fenced for use in improving the amenities in this village."
14. **Local Highway Authority** Comments to be reported verbally
 15. **Conservation Officer** has no objection to the proposed development. The proposal will not harm the setting of the water tower. The replacement building respects the built form in the locality and the Victorian architectural style that is seen widely through Cottenham. The new building addresses both Rampton Road and Lambs Lane and forms a positive corner at the junction. The design makes a positive contribution to the streetscape.
 16. **Ecology Officer** Comments to be reported verbally
 17. **Financial Officer County Council** A contribution of £14,700 is required for education requirements.

Representations

18. At the time of writing the report the formal consultation period had not expired. The expiration date is the 2 July. Any further representations received will be reported verbally.

19. 1 letter of objection received from the occupiers of 73 Rampton Road summarised as follows:
- a. No visitor parking;
 - b. Several owners will have two cars;
 - c. On street parking is unsafe as it is bus route and impaired vision;
 - d. Increase traffic flows;
 - e. Front wall of proposed building is in front of building line. Existing wall has been hit by bus on several occasions;
 - f. Scale is not in keeping with the character of Rampton Road

Cottenham Village Design Group

20. Object as summarised as follows:
- a. Loss of prominent Victorian Cottenham Villa which sits well in the site.
 - b. Façade must be retained whilst poor rear extensions can be removed.
 - c. Lack of amenity space for occupiers.
 - d. Tight parking arrangement.
 - e. Access close to bus stop and busy junction.
 - f. The applicant has not consulted the Cottenham Village Design Statement.

Planning Comments – Key Issues

Principle and Demolition of Dwellings

21. The redevelopment of such a site like this is generally acceptable in principle as it is located within the village framework and Cottenham is designated a Minor Rural Centre.
22. The existing dwellings, whilst they have some character and presence in the street scene, are not of significant architectural merit to warrant their retention. Being outside the Conservation Area, the Council could not resist the demolition of the buildings.

Highway

23. Vehicular access is from Lambs Lane being 31m from the junction with Rampton Road. The access will be 5m wide with 2m by 2m pedestrian visibility splays. The existing access is 3m wide. 90m visibility splay is achieved to the north east and 34m splay is achieved to the south west (according to the application drawings). Subject to any comments from the Highway Authority this appears to be acceptable. Visibility is good in both directions.
24. The development will provide for 7 car parking spaces and 14 cycle spaces. In such a location which is on a busy bus route this level of parking is acceptable. The Local Plan maximum standards state that each unit should have 1.5 spaces which results in

11 spaces. The sites location and small dwelling type means that a lower level of car parking is acceptable. The parking arrangement is workable. The comments of the Parish Council are noted however, subject to the comments of the Highway Authority, the proposal is considered acceptable.

Design and Impact on Street Scene

25. The scale and design of the development has taken into account the sites context and local building form. It will provide a positive contribution to the streetscene and will not harm the character and appearance of the area. Indeed it will improve the view when looking west along Lambs Lane towards the junction with Rampton Road.
26. The proposal is acceptable in street scene terms. Whilst the application does not refer to Cottenham Village Design Statement the proposed development does incorporate many of the design guidelines.

Impact on Residential Amenity

27. The windows in the rear elevation of flats 3, 4 and 5 will serve non habitable rooms. These will be 23m from the side elevation of No 70 Rampton Road. The windows in the rear elevation will serve kitchen and bedrooms to flats 1,2, 6 and 7. The nearest dwelling is No 103 a detached bungalow. This has no windows to the side and will be 22m from the rear elevation of the development. The lower wing of the development will be 8m from the bungalow. The parking area will be screened from No 70 Rampton Road by the existing panel fence. It is considered that whilst there would be an increase in activity in this area this would not be such to warrant a refusal on amenity grounds.

Ecology

28. The site is overgrown and there is a small pond. Subject to the comments of the Ecology Officer the development should not represent a problem for biodiversity issues.

Other Issues

29. The issue of the land to the rear of 101 Lambs Lane adjacent the amenity area is noted. However it has been confirmed by the applicant that this will be sold to the occupiers of 101 Lambs Lane and is to be retained as garden land.
30. The request for financial contributions is noted. However the only contribution that is applicable is education. Confirmation that the applicant is willing to make this contribution is being sought and a unilateral undertaking has been requested given the timing and fact that this is the only obligation.
31. The application was the subject of several pre application discussions which were held prior to the publication of the Inspectors report into the Local Development Framework Development Control Policies. This report was released at the end of April. The application has been considered based on the Local Plan 2004 for affordable housing purposes, which does not require affordable housing on schemes of 10 dwellings or less in Cottenham.

Recommendation

27. Subject to outstanding consultations, Approve.

Conditions

1. Standard Condition A – (Reason -A.)
2. No development shall commence until details of the following have been submitted to and approved in writing by the Local Planning Authority; the development shall be carried out in accordance with the approved details.
 - a) the materials to be used for the external walls, roofs windows and doors.
 - b) materials to be used for hard surfaced areas within the site including roads, driveways and car parking areas.(Reasons -
 - a) To ensure that visually the development accords with neighbouring buildings.)
 - b) To ensure that the development is not incongruous.)
3. The development shall not be occupied until space has been laid out within the site (in accordance with plan no. D200.1 attached hereto) for 7 cars to be parked and for vehicles to turn so that they may enter and leave the site in forward gear and that area shall not thereafter be used for any purpose other than parking/turning of vehicles.
(Reason - To ensure adequate space is provided and thereafter maintained on site for the parking and turning of vehicles.)
4. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of soft landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development.
(Reason - To enhance the quality of the development and to assimilate it within the area.)
5. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the flats or the completion of the development, whichever is the sooner; and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.
(Reason - To enhance the quality of the development and to assimilate it within the area.)
6. Details of the treatment of the site boundaries shall be submitted to and approved in writing by the Local Planning Authority and the work completed in accordance with the approved details before the flats are occupied or the development is completed, whichever is the sooner.
(Reason - To ensure that the appearance of the site does not detract from the character of the area.)
7. Prior to the occupation of any of the flats hereby approved the bin and bike store shall be erected and made available for use.
(Reason - To ensure that sufficient storage space is provided for bins and bikes in the interest of residential amenity.)

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/3** (Reusing previously developed land)
 - ST/5** (Minor Rural Centre)
 - **Cambridgeshire and Peterborough Structure Plan 2003:**
 - P1/3** (Sustainable design in built development)
 - P5/3** (Density of development)
 - P5/5** (Small scale housing being permitted)
 - **South Cambridgeshire Local Plan 2004:**
 - SE8** (Development in Village Frameworks)
 - HG10** (Housing Mix and Design)

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

- South Cambridgeshire Local Development Framework (LDF) Core Strategy, adopted 2007
- South Cambridgeshire Local Plan, 2004
- Cambridgeshire & Peterborough Structure Plan 2003
- Planning application file S/0980/07/F

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