

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Committee

4<sup>th</sup> July 2007

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

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**S/0862/07/F – WEST WRATTING**  
**Dwelling at Land Adjacent to 2 Hayter Close for A Lee**

**Recommendation: Approval**

**Date for Determination: 28<sup>th</sup> June 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.**

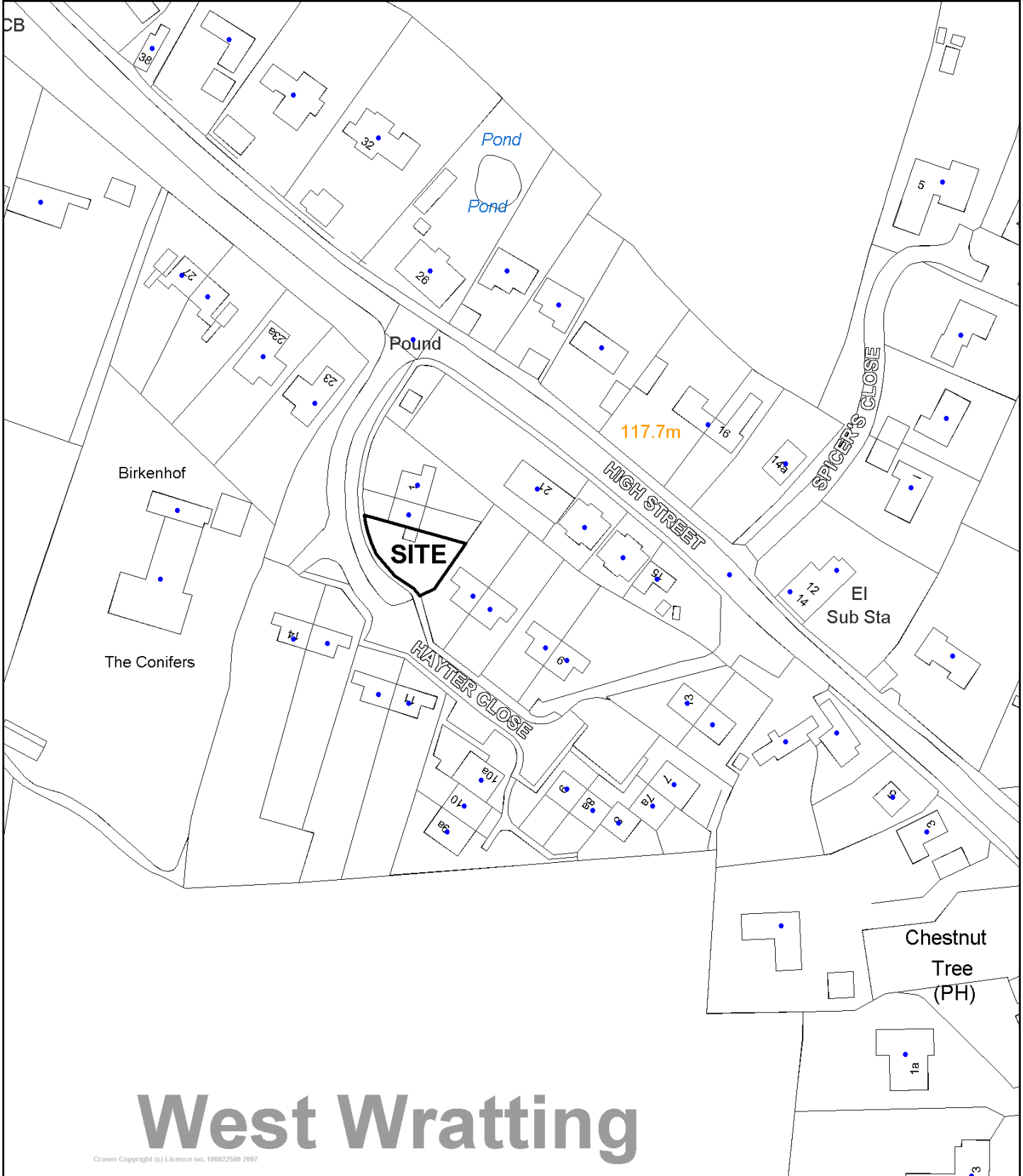
**Site and Proposal**

1. No.2 Hayter Close is a two storey 4-bedroom semi-detached dwelling occupying a corner plot within Hayter Close, a cul-de-sac of predominantly semi-detached two storey dwellings. The original dwelling has had a two storey extension added to its south side, with parking provided on a gravelled area between the dwelling and a close boarded fence that forms the southern boundary of the site.
2. The full application, submitted on 3rd May 2007, proposes to add a further two storey extension to the south side of the existing dwelling and a single storey addition to the rear, and to convert these extensions, together with the previous two storey addition, to form an additional dwelling. The new extension would be 6.2 metres high, 3.5 metres wide and 6 metres deep. It would be approximately 1.2 metres lower than the ridge of the existing dwelling and would be set 3.5 metres back from the front wall of the existing house. The new property would be served by the existing access and two off-street parking spaces would be provided in the front garden. In addition, a new access and two further parking spaces would be created for the existing property. The density of the development equates to 45 dwellings per hectare.

**Planning History**

3. **S/0330/07/F** – An application for a dwelling on this site, formed by adding a two storey extension to the side of the existing property, was refused for the following reasons:
  - a) Overlooking of No.3 Hayter Close from a first floor bedroom window in the rear/south-east facing element of the extension;
  - b) The parking spaces serving the proposed new dwelling were not a minimum of 5 metres in length and would therefore overhang the adjacent public footpath to the detriment of pedestrian safety.
4. **S/0842/04/F** – Application for two storey extension to side of house approved.

S/0862/07/F



# West Wrattling

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Scale 1/1250    Date 26/6/2007

Centre = 560708 E 251909 N

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## Planning Policy

5. West Wratting is identified within **Policy ST/7** of the South Cambridgeshire Local Development Framework (LDF) Core Strategy, adopted January 2007, as an infill village. In such locations, residential development will be restricted to no more than two dwellings comprising (amongst others) the redevelopment of an existing residential curtilage.
6. **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.
7. **Policy DP/3** of the draft LDF Development Control Policies 2006 resists development that would have an unacceptable adverse impact on residential amenity, village character and traffic, amongst other issues.

## Consultations

8. **West Wratting Parish Council** objects to the application for the following reasons:
  - a. "The neighbours are not happy with the plans;
  - b. It creates too big a building for the site turning a row of semi-detached houses into a terrace. "
9. **The Local Highways Authority** states that visibility at the proposed new access would be limited and that a sample speed survey would be needed to show that visibility is acceptable. It would be likely, however, that traffic flows and vehicle speeds are low, making the parameters for design given in Manual for Streets to be appropriate. The vehicular accesses require 2m x 2m pedestrian visibility splays. In addition, an informative should be added to any consent advising that the granting of permission does not constitute a licence to carry out works within or disturb the public highway, for which separate permission must be sought from the Local Highways Authority.
10. **Corporate Manager (Health and Environmental Services)** raises no objections subject to a condition restricting the hours of use of power operated machinery being attached to any consent in order to minimise noise disturbance to neighbours during the period of construction.

## Representations

11. Letters of objection have been received from the occupiers of 14 Hayter Close and 23 High Street. The main points raised are:
  - a) No.2 Hayter Close has already been substantially extended. Any further building would therefore result in an overdevelopment of the site;
  - b) Would exacerbate existing on-street parking problems;
  - c) All the properties in Hayter Close are semi-detached. The extension will result in a terrace of properties which would be out of keeping with the character of the area;
  - d) Would be overbearing to surrounding properties;

- e) Would reduce the value of adjoining properties;
- f) As this is a corner plot, visibility is impaired and the proposed access would increase the likelihood of further accidents.

### **Planning Comments – Key Issues**

- 12. 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.

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

- 13. The Parish Council and local residents have objected to the application on the basis that it would effectively result in the creation of a terrace of three dwellings, and this would be out of keeping with the semi-detached character of Hayter Close. Whilst I acknowledge that the remainder of properties in this part of Hayter Close are semi-detached houses, I consider that the proposal, by incorporating a subservient extension that is lower than and set well back from the front of the existing dwelling, has been designed in a way that would not be intrusive in the street scene or harmful to the character of the area.

#### ***Residential amenity***

- 14. The previous application was refused, in part, as the proposed two storey extension included a first floor bedroom window in its rear elevation. This element was sited approximately 7 metres away from the boundary with No.3 Hayter Close to the east and was considered to be seriously harmful to the privacies of occupiers of this neighbouring property. This window has now been removed and replaced with a first floor window in the south elevation, thereby overcoming the previous reason for refusal. A condition should be added to any consent removing permitted development rights for the insertion of first floor windows in the rear elevation of the extension in order to protect No. 3's future amenities.

#### ***Highway safety***

- 15. The Local Highways Authority (LHA) has requested that a speed survey be carried out. However, no objections were raised by the LHA in its response to the previous application and, as stressed in the LHA's own guidance to this Authority, it is not standard practice to require vehicle visibility splays for accesses to single dwellings. As such, this requirement is not considered to be appropriate in this instance. During the consideration of the previous scheme, the LHA advised that parking spaces must be a minimum length of 5 metres to ensure vehicles do not overhang the footway. Two spaces shown in front of the 'extension' did not meet this requirement and the application was refused accordingly. In this latest scheme, the extended part of the building has been set back by a further 0.5 metres, thereby ensuring that the LHA's requirements can be satisfied. The provision of these spaces together with pedestrian visibility splays for both accesses should be conditioned as part of any consent.

## Recommendation

16. Approval:

### Conditions

1. Standard Condition A (Reason A);
2. Sc19 – Matching materials (Rc19);
3. No windows, doors or openings of any kind shall be inserted at first floor level in the rear elevation of the 'extension', 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);
4. The permanent space to be reserved on the site for parking for both the existing property and the new dwelling, as shown on drawing number 4704/1, shall be provided before the first occupation of the dwelling, hereby permitted, and thereafter maintained. (Reason – In the interests of highway safety.)
5. Visibility splays shall be provided on both sides of each of the existing and new accesses 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 highway boundary (Reason – In the interests of highway safety.)
6. Sc60 – Boundary treatment details (Rc60.)
7. During the period of construction and demolition 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)

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 Refs: S/0862/07/F, S/0330/07/F, and S/0842/04/F.

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