

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Development and Conservation
Control Committee

4th August 2004

AUTHOR/S: Director of Development Services

**S/0844/04/F – Histon
Erection of rear extension and conversion into 8 flats, 3-5 Station Road for Mr J and
Mrs A Gordon**

Recommendation: Approval

Conservation Area

Site and Proposal

1. This full application submitted on the 22nd April 2004 proposed a two-storey, flat roof rear extension and conversion to 8 flats with vehicular access provided via the existing driveway off Station Road. Following concerns been raised by the Council the site area was amended and the details of the application altered. On receiving revised plans, the application was re-dated the 3rd June 2004. Full consultations have taken place on the amended plans.
2. The application site lies within the village framework of Histon and within the designated Conservation Area. The site is located adjacent to Histon Co-op and backs on to Brook Close, a residential cul-de-sac located to the east. No 7 Station Road is located to the South of the site and is a semi-detached property. The application site is separated from No 7 by a 1.8 metre close-boarded fence located towards the front of the site and later a low level timber fence lined with shrubs. Access to a large gravel car park is currently provided off Station Road
3. Nos 3 and 5 Station Road are currently occupied as a ground floor flat, (No 5) and a 2 storey dwelling, (No3) which extends to the side of and above No 5. To the rear of the property is an existing single storey flat roof extension. As part of this application it is proposed that this extension be enlarged and redeveloped to form a two-storey projection. The proposed extension will measure 5.25 metres in width and 7 metres in length. The roof the extension is to be hipped, the ridge height of which measures 6.9 metres.
4. The point of access to the site has been amended following concerns been raised by the County Highways Officer. It is now proposed that access be provided to the rear of the site via a right of way onto Brook Close. The existing access to the site provided off Station Road is to be enclosed with lockable gates.

Planning History

5. **S/2294/03/F** – Planning permission granted for the creation of a vehicular access onto Station Road

Planning Policy

6. **Policy P1/2** of the Cambridgeshire and Peterborough Structure Plan 2003, (“The Structure Plan”) states that new development must respect internationally and nationally important conservations areas and nationally important archaeological sites or their setting
7. **Policy P1/3** of the Structure Plan requires a high standard of design to be adopted that responds to the character of the built environment.
8. **Policy HG12** of the Local Plan sets out the requirements that must be met in order for proposals to extend or alter dwellings within village frameworks to be considered for approval.
9. **Policy EN30** of the Local Plan states that development should preserve or enhance the special character and appearance of the Conservation Area, especially in terms of their scale, massing, roof and wall materials.

Consultation

10. **Histon Parish Council** – Raised objections to the proposed development as originally submitted on the grounds of design, over development of the site, car parking and manoeuvring. Concerns were also raised with regard to the ownership/control of the access
11. With regard to the amended plans the Parish again recommends refusal raising concerns with regard to the access on to Station Road. The Parish Council has also stated that the lockable gate is out of character within the street. Concerns were also raised about the number of car parking spaces, the width of the access way and lack of turning space within the site.
12. **The Local Highway Authority** – With regard to the initial scheme, it raised concerns regarding the poor access onto Station Road, making particular reference to the lack of visibility. With regard to the amended details it is stated that the access arrangements through Brook Close overcomes the objection providing the existing access onto Station Road is permanently and effectively closed and raised kerbs reinstated. Pedestrian/cycle access would be acceptable as the point.
13. **Chief Environmental Health Officer** – No significant impacts from the Environmental Health stand point.
14. **Conservation Manager** – has no objection to the proposed change of use/conversion. Details of materials for main elevation should however be conditioned as part of any approval. A more appropriate form of boundary treatment should also be sought across the existing access onto Station Road. The proposed bin storage facilities also need to be upgraded.

Representations

15. None received

Planning Comments – Key Issues

16. The key issues to consider in respects of this application are the impact of the development on the amenity of nearby residents, the character and appearance of the Conservation Area and highway matters.

Amenity of nearby residents

17. The proposed two-storey rear extension has been designed to reduce the impact of the development on the adjacent property No 7. Whilst south facing windows are provided at ground floor level, the first floor openings that serve flat 8 are located within the north and east facing elevations. The north-facing window that serves the living room looks out over the roof of the Co-op towards The Green. This opening will not provide any direct views towards any of the adjacent properties. Whilst the proposed east facing bedroom window provides views towards Brook Close, more than 20 metres separation will be provided. This relationship is considered acceptable.
18. The proposed extension abuts the Co-op and is set 11.6 metres away from the adjacent property. As the site is located to the north of No 7, the increased mass of the extension will not have a significant detrimental impact on this adjacent property. No 7 has no flank elevation windows.
19. With regard to the more intense use of the site, the only concern that is raised relates to the use of the car park and access road and the potential noise and disturbance that may be caused. The revised access details divert all traffic through the car park of Brook Close. Given the expected traffic generation of the development this arrangement will have little impact on the residents of the close.
20. Whilst vehicles will no longer be using the access onto Station Road, given the more intense use of the site and the close proximity of the car park to the adjacent property, the gravel finish is considered unacceptable. A bound finish such as gravel rolled into tarmac or block paving, will significantly reduce any potential disturbance.

Character and appearance of the Conservation Area

21. The Conservation Manager has raised no objections to the proposed conversion and extension of the existing building. Whilst only limited views of the rear extension will be provided from within the Conservation Area, the inclusion of a pitched roof is considered more sympathetic than the previously proposed flat roof structure. The revised detailing to the front elevation, whilst modest, is also considered an improvement. The Conservation Area Manager has however requested that full details of the proposed materials be conditioned to ensure a satisfactory finish is secured.
22. The Conservation Manager has stated that the lockable access gates are not acceptable. This access way forms a prominent feature within the street and it is considered that a solid boarded fence with an access gate would provide a more appropriate means of enclosure. This view is supported by the Parish Council
23. The proposed refuse storage area is also considered inappropriate and should be provided within a fully enclosed building. The Conservation Manager is concerned that as proposed, wheelie bins may become a feature within street. These revised details can be conditioned as part of any approval.

Highways

24. Prior to this application being received, planning permission was granted for the lowering of the dropped kerb and creation of a vehicle access into the site off Station Road. Whilst the level of visibility from the proposed entrance was not ideal, as the

property was being occupied as a flat and a dwelling, the traffic generation from these two units was insufficient to justify a refusal of permission.

25. The extension and conversion to 8 individually occupied, sub divided flats proposed within this application will significantly increase the traffic generation of the site and this poor access is considered inadequate to serve the scale of development proposed. Strong objections were received from the Local Highways Authority when the plans were first received and these concerns were forwarded to the applicant.
26. In response to the objections raised the access arrangements for the site were amended with the site entrance now provided via a right of way through to Brook Close. The Local Highway Authority has advised that the revised details are acceptable, providing the existing access is permanently and effectively closed and raised kerbs reinstated.
27. On the basis of the submitted details, the Council is not convinced that the access will be permanently closed off to vehicles. The provision of lockable gates does not prevent vehicles from using the access and therefore further amendments are required. Accordingly an approval will need to be conditioned requiring revised details for the existing access be submitted to and agreed in writing by the Local Planning Authority, prior to development commencing. As suggested by the Conservation Manager, solid boarded fencing would be more appropriate. No objections would be raised if pedestrian/cycle access was retained at this point but the raised kerb should be reinstated and the use of access by vehicles precluded.
28. The Parish Council has raised some concerns with regard to the width of the access onto Brook Close, the number of spaces provided and the lack of any turning space within the site. The access way is narrow but is considered wide enough to serve 8 one-bedroom flats. With regards to parking, sufficient space exists within the car park to allow vehicles to manoeuvre in and out of each of the 8 spaces, thus negating the need for a turning head. With regard to the number of spaces provided, the provision of 8 spaces satisfies the Councils car parking standards.
29. In order to encourage more sustainable forms of travel, covered cycle storage facilities able to accommodate 8 bicycles should also be provided on site. This would also be secured through a planning condition.

Recommendations

30. Approval as amended by letter dated 20th May 2004 and letter dated 1st June 2004 and plans franked 9th June 2004.
 1. Standard Condition A – Time limited permission (Reason A);
 2. No development shall commence until details of the materials to be used for the external walls and roofs along with full details of all the window surrounds and other decorative detailing 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.

(Rc5a ii + in accordance with the requirements of Policy P1/3 of the Cambridgeshire and Peterborough Structure Plan 2003 and Policy EN30 of the South Cambridgeshire Local Plan 2004)

3. The use of gravel within the car park of the development, as specified on the approved plans, is specifically excluded from this permission. No development shall commence until details of the materials to be used for all hard surfaced areas within the site including the driveway and car-parking areas have been submitted to and approved in writing by the Local Planning Authority; the development shall thereafter be carried out in accordance with the approved details.

(Rc5a and to ensure the use of the car park does not cause noise and disturbance to the adjacent residential property in accordance with the requirements of Policy P1/3 of the Cambridgeshire and Peterborough Structure Plan 2003 and Policy EN30 and HG12 of the South Cambridgeshire Local Plan 2004)

4. No further windows doors or openings of any kind shall be inserted in the south facing elevation of the development here by permitted, unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf

(Rc22 + in accordance with the requirements of Policy HG12 of the South Cambridgeshire Local Plan 2004)

5. No development shall commence until details of the lowering of the rear garden to form a car park has been submitted to and approved in writing by the Local Planning Authority. These details shall include existing and proposed ground levels.

(Reason- To ensure an adequate parking area is provided and to ensure the development does not appear incongruous in accordance with requirements of Policy P1/3 of the Cambridgeshire and Peterborough Structure Plan 2003 and Policy EN30 of the South Cambridgeshire Local Plan 2004)

6. The erection of a lockable gate across the existing access onto Station Road illustrated on the approved plan is specifically excluded from this approval. Prior to development commencing, details of a revised means of enclosure across this opening that leaves access for pedestrians and cyclists only shall be submitted to and approved in writing by the Local Planning Authority. These revised details shall include the reinstatement of the raised kerb. The approved details shall be implemented on site prior to the flats hereby approved being occupied and shall thereafter be maintained.

(Reason – In the interests of Highway Safety and to ensure a satisfactory means of enclosure is secured that preserves and enhances the character and appearance of the Conservation Area; in accordance with the requirements of Policy P1/2 of the Cambridgeshire and Peterborough Structure Plan 2003 and Policy EN30 of the South Cambridgeshire Local Plan 2004)

7. The proposed bin storage facility illustrated on the approved plans is specifically excluded from this permission. No development shall commence until revised details for the refuse storage accommodation, that fully encloses all of the bins required to serve all 8 individual flats has been submitted to and approved in writing by the Local Planning Authority.

(Reason – Rc5d + in accordance with the requirements of Policy P1/3 of the Cambridgeshire and Peterborough Structure Plan 2003 and Policy EN30 of the South Cambridgeshire Local Plan 2004)

8. No development shall commence until details of covered cycle storage accommodation in accordance with the Local Authority standards has been submitted to and approved in writing by the Local Planning Authority; the development shall thereafter be carried out in accordance with the approved details.

(Reason – To encourage the use of more sustainable forms of travel in accordance with Policy P8/8 of the Cambridgeshire and Peterborough Structure Plan 2003 and Policy TP1 of the South Cambridgeshire Local Plan 2004)

Reasons for Approval

1. The approved 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)
 - P8/8 (Encouraging Walking and Cycling)
 - **South Cambridgeshire Local Plan 2004:**
 - HG12 (Extensions and Alterations to dwellings within frameworks)
 - EN30 (Development in Conservation Areas)
 - TP1 (Planning more sustainable travel)
2. The proposal conditionally approved is not considered to be significantly detrimental to the following material planning considerations which have been raised during the consultation exercise:
 - Highway safety
 - Visual impact on the locality
 - Impact upon Conservation Area
 - Parking and turning space
3. All other material planning considerations have been taken into account. None is of such significance as to outweigh the reason for the decision to approve the planning application.

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

- Application files S/0844/04/F and S/2294/03/F
- Cambridgeshire and Peterborough Structure Plan 2003
- South Cambridgeshire Local Plan 2004

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