

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

7th November 2007

AUTHOR/S: Executive Director / Head of Planning Services

S/1870/07/F – BAR HILL

**First Floor Extension to Provide Additional Office Space at Chaps Ltd, 45 Viking Way
for Mr I Corney**

Recommendation: Approval

Date for Determination: 28th November 2007

Notes:

This Application has been reported to the Planning Committee for determination because the applicant is related to a Member of the Planning Committee.

Site and Proposal

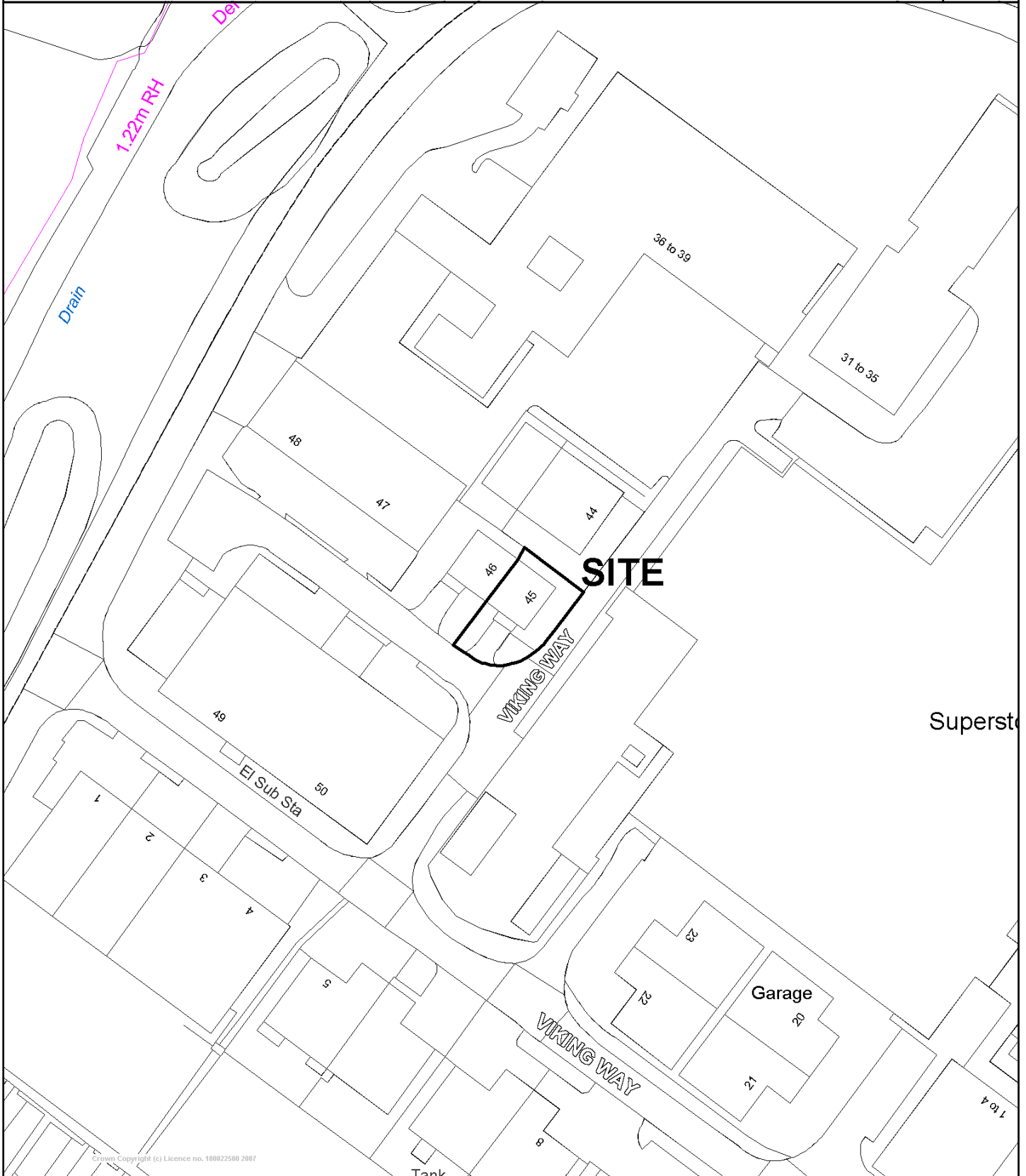
1. 45 Viking Way is located within the Industrial Estate to the northeast section of Bar Hill, within the village framework. It is accessed from the internal estate road, which joins Saxon Way to the west. The building is currently single storey, with some storage space in the roof. It has a gently sloping monopitch roof above three offices, two storerooms and a reception.
2. To the east of the site is the delivery area serving the Tesco store. Units 49 and 50 to the south are two-storey industrial units with existing first floor accommodation. Units 47 and 48 to the northwest are also taller units, although there are no first floor openings. Unit 46 is single storey flat roofed, and unit 44 to the north is a single storey industrial unit.
3. The full application, registered 3rd October 2007, seeks the erection of a first floor to the building to create further office space. This would involve removal of a small area of storeroom to create a staircase to the first floor. The internal layout would also be altered at ground floor level to allow a kitchenette and archive area. The existing building has a maximum height of 4.4m. The eaves height for the proposal is 5.4m, with the roof ridge at 6.3m and 6.5m for the two gables created. The front entrance will remain in its existing position. The extension is required to allow for the expansion of the business.

Planning History

4. There is no relevant planning history on the site.

Planning Policy

5. **Policy P1/3** of the Cambridgeshire and Peterborough Structure Plan 2003 requires a high standard of design and sustainability for all new development and which provides a sense of place which responds to the local character of the built environment. This policy is supported by **Policy DP/2** of the Local Development Framework Development Control Policies 2007 (LDFDCP) which seeks all



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developments to preserve or enhance the character of the local area, and to be compatible with their location and appropriate in terms of scale, mass, form and siting in relation to the surrounding area. **Policy DP/3** of the LDFDCP 2007 adds planning permission will not be granted where the proposed development would have an unacceptable adverse impact on village character.

6. **Policy DP/1** of the LDFDCP 2007 states development will only be permitted where it is demonstrated that it is consistent with the principles of sustainable development. Applications should minimise flood risk, and give priority to brownfield sites
7. **Policy ET/5** of the LDFDCP 2007 relates specifically to the expansion of existing firms. Such development would be permitted if the site were within the village framework, is an “existing” business based in the Cambridge Area for a minimum of five years prior to the date of the application, and where it does not consolidate a non-conforming use or cause problems with traffic, noise, pollution or other damage to the environment.
8. **Appendix 1** of the LDFDCP 2007 states that within class B1 use, there should be a maximum of one parking space per 25m² of gross floor area.

Consultation

9. **Bar Hill Parish Council** – Recommend approval
10. **County Highways** – state car parking space no. 11 seems to be poorly located and may be difficult/impractical to use, possibly leading to an increase of vehicle manoeuvring on Viking Way. The manoeuvring space for the proposed cycle parking areas clashes with the proposed access ramp, which may mean that these spaces are not used increasing the possibility of nuisance parking in other areas of the site.
11. The Environment Agency has been consulted as the site partially lies within Flood Zones 2 and 3, and its comments will be reported verbally.

Representations

12. The consultation period for neighbouring occupiers ends on 29th October 2007 and Members will be verbally updated of any comments received.

Planning Comments – Key Issues

13. The three key issues regarding the application are the visual impact of the extension, the business need for the extension, and car parking provision.

Visual Impact of the Extension

14. The extension would be on top of the existing building, and would not cause any increase in footprint. The unit is located on an industrial park, and the adjacent buildings are of varying heights and are a mix of single storey and two-storey units. The addition of a first floor itself would not be out of keeping with the area. Although the site is on a corner, it would not dominate the local surroundings given the size of the adjacent buildings.
15. Included in the submitted plans is a colour plan of the proposed elevations. This shows the wall cladding to be a bright blue colour. A condition can ensure that a

suitable colour is used as the blue is considered inappropriate. A more subtle shade of blue may be appropriate.

Business Need for the Extension

16. Information within the submitted Design and Access Statement states Chaps Ltd have occupied the premises for the last 3 years. Policy ET/5 of the LDFDCP 2007 states a firm will only be considered “existing” if a significant element of its operation has been based in the Cambridge Area for a minimum of five years. Additional information was received by a fax message from the applicant dated 16th October 2007. This states that Chaps Ltd was formed on the 2nd February 2000 and has been based in South Cambridgeshire since formation. From 2002 to 2005, the headquarters were in Overcote Road, Over. A move to larger premises at Viking Way, Bar Hill followed in February 2005.
17. Although this date conflicts with the information within the Design and Access Statement, the business has been within South Cambridgeshire for a minimum five year period, and therefore can be described as an “existing” business in line with the policy. With regards to the other policy criteria, the site is within the village framework, and does not consolidate a non-conforming use.

Car Parking Provision

18. The site currently has a very informal parking arrangement. Within the red line, there are currently three spaces available to the front of the property, with a further gravelled area capable of parking a single vehicle or two interdependent spaces. To the south east of the building, there is space for five further vehicles and space for deliveries in front of the roller door. The application form notes there are only 7 spaces as existing, though this appears low.
19. The site plan shows parking for eleven vehicles. I note the comments from the County Highways Department regarding space 11, which is difficult to use, and would need to be accessed over land not owned by the applicant if space 10 were in use. This space cannot therefore be used independently.
20. Given the proposed parking layout, realistically only a maximum of ten parking spaces are available on site (plus space 11). The building has a floor area of approximately 280 sq m. The Council’s maximum parking standards state that eleven spaces should be required.
21. Although this cannot be physically achieved within the red line of the site, given the potential for interdependent use of space 11 on the site, the levels of parking are considered adequate in this instance. Policy DP/3 of the LDFDCP 2007 seeks car parking to be kept to a minimum. The information provided by the applicant states that only 10 movements to and from the site would occur per day. The proposed layout would be able to cater for such movements. Adequate cycle spaces are also provided.

Conclusions

22. The parking on site does not match the maximum Council standard if space 11 is not considered. However, given the projected vehicular movements on the site, it is thought the provided allowance would satisfactorily serve the site. The proposal does not have any materially adverse impact upon the street scene or character of the

area, and information provided shows the business is “existing” in terms of a South Cambridgeshire based firm.

Recommendation

23. Delegated approval, subject to any comments received from the Environment Agency and occupiers of neighbouring units.

1. Standard Condition A – Time limited permission (Reason A)
2. Sc 5 – the colour of the cladding and roofing system for the external walls and roofs

+ any conditions or informatives required by the Environment Agency

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 Development Framework Development Control Policies 2007:**
DP/1 (Sustainable Development)
DP/2 (Design of New Development)
DP/3 (Development Criteria)
ET/5 (Development for the Expansion of Firms)
Appendix 1 (Standards for Car Parking Provision)
2. The development is not considered to be significantly detrimental to the following material planning considerations which have been raised during the consultation exercise:
 - Car parking arrangement
 - History of the business
 - Visual impact of the extension

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

- Cambridgeshire and Peterborough Structure Plan 2003
- South Cambridgeshire Local Development Framework Development Control Policies Development Plan Document 2007
- Planning Application File Ref S/1870/07/F

Contact Officer: Paul Derry – Planning Assistant
Telephone: (01954) 713159