

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Committee

3<sup>rd</sup> December 2008

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

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### **S/1863/08/F – STAPLEFORD**

**Conversion of Garage to Annex - No 11A Church Street, for Mr J. Field**

**Recommendation: Approval**

**Date for Determination: 22<sup>nd</sup> December 2008**

#### **Notes:**

**This Application has been reported to the Planning Committee for determination because the Officer recommendation is contrary to the response of the Parish Council and at the request of District Councillor Nightingale.**

**Members of Committee will visit the site on Wednesday 3<sup>rd</sup> December 2008**

#### **Site and Proposal**

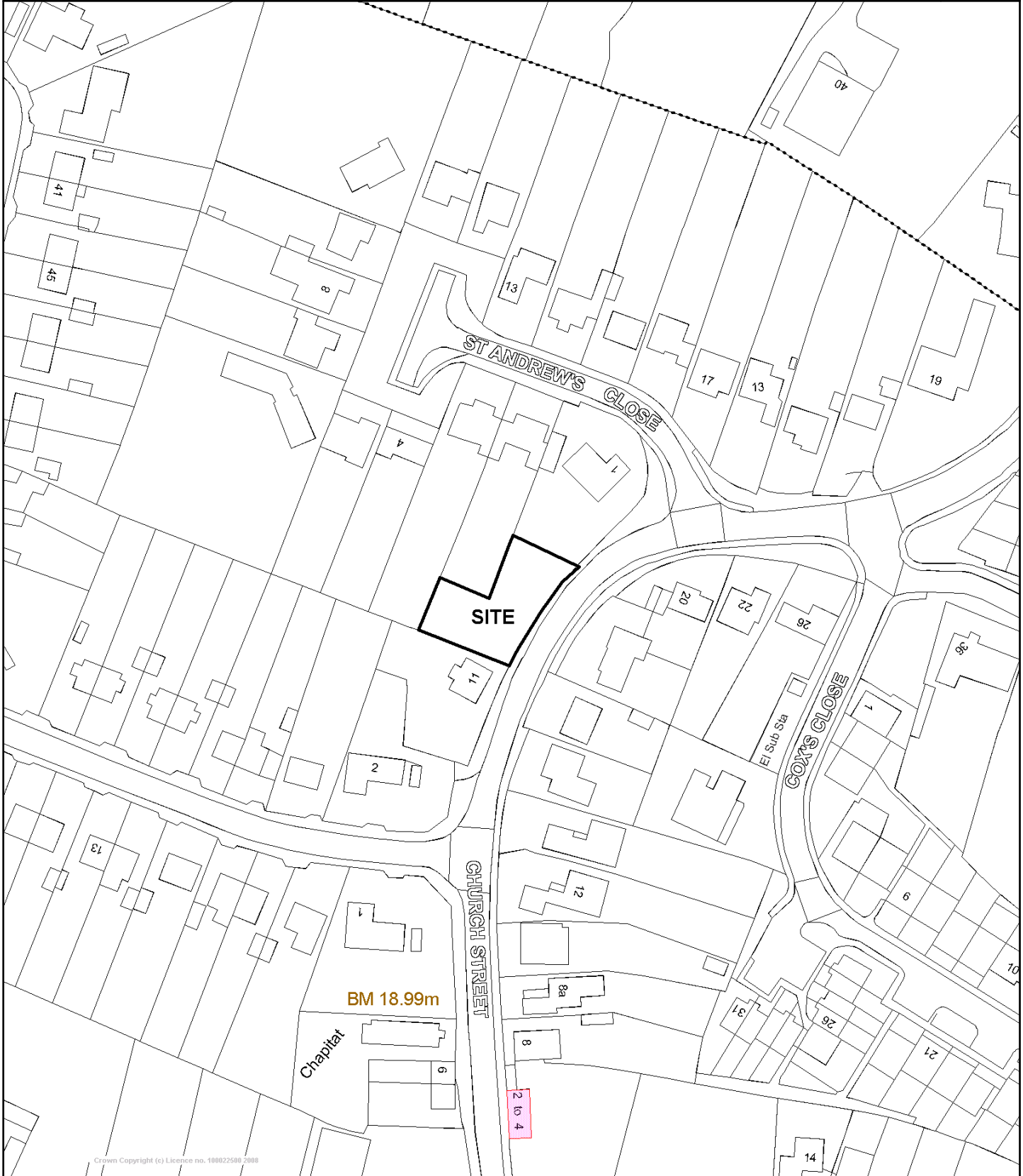
1. The application site falls within the Stapleford village framework and residential area. Properties in the locality are of varying size and styles. No 11A is an L-shaped pitched roof bungalow accessed from Church Street. There is an existing double garage to the northeast of the dwelling and a gravel hard surface for car parking and turning between the dwelling and Church Street.
2. The full application, submitted on 27<sup>th</sup> October 2008, proposes to convert the garage to an annex for relatives. The proposed conversion involves the original garage door being replaced by 2 windows, 3 rooflights added in the rear elevation facing No 1 St Andrew's Close and a new window installed in the west side elevation facing the 2m high boundary fencing. There is no change to the footprint and height of the original garage. The accommodation would comprise a guest bedroom, utility room and shower/wc.

#### **Planning History**

3. **S/1864/06/F** – planning consent granted for double garage.
4. **S/1232/06/F & S/2005/05/F** – planning consent granted for a bungalow.

#### **Planning Policy**

5. **Policy DP/2** of the LDF Development Control Policies DPD 2007 states that all new development must be of high quality design, and as appropriate to the scale and nature of the development.
6. **Policy DP/3** of the LDF Development Control Policies DPD 2007 resists development that would have an unacceptable adverse impact on residential amenity, village



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Scale 1/1250 Date 20/11/2008

Centre = 547014 E 251915 N

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character, community facilities, and from traffic generated and undue environmental disturbance.

7. **Policies TR/1 & TR/2** the LDF Development Control Policies DPD 2007 partly states that the Council will seek to ensure that every opportunity is taken to increase accessibility to non-car modes by any appropriate measures such as restricting car parking and to the maximum levels of an average of 1.5 space per dwelling.

### **Consultations**

8. **Stapleford Parish Council** recommends refusal and states that: “they wish to reiterate their concerns voiced on that occasion (when the bungalow was built) about the dangers of vehicle movements posed by access from the bungalow onto Church Street. The fact that the provision for 2 vehicles is now lost and that there is supposedly parking for 4 vehicles means that this danger is exacerbated.
9. The Council was also very concerned that the plans show what may be construed as a self-contained dwelling. They are concerned that a dangerous precedent is being set in that this will be the second occurrence of change of use being made in this village to gain additional accommodation without the required planning being carried out.
10. Thus the members did not recommend approval for this development. The comments are set out on the blue form but they comprise:
  - a. Change of use removes parking facility
  - b. Insistence that vehicles leaving this site should do so in a forward gear and that reversing onto the highway at this dangerous point be prohibited.
  - c. That the garage should be reinstated and not used for accommodation.
11. Should there be a recommendation for approval from the professional officers the members request that the application be sent to committee with the need for a site visit to inform decision making.”
12. **Local Highway Authority** – comments are awaited.

### **Representations**

13. None received

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

14. The key issues to consider in the determination of this application are parking/highway safety interests and whether the structure will be used as a separate dwelling.

#### ***Parking/ highway safety interests***

15. The comments about on-site car parking provision and turning area are noted. Having considered the existing gravel and landscaped area between the bungalow and the road, it is my view that sufficient space could be provided for 2 car parking spaces and on-site turning providing the hard surface is extended to the landscaped area.
16. I accept that the submitted 1:500 block plan showing 4 car parking spaces with turning area on site is unworkable. The applicant’s agent has been advised to submit a revised plan to show on-site turning area with 2 car parking spaces in order to address the parking and highway safety issues.

17. Given that the maximum car parking provision standard is 1.5 space per dwelling, I consider that 2 car parking spaces to be provided for the bungalow and the proposed family annex are acceptable and the proposal could have no adverse impact on traffic and parking conditions nor worsen the existing situation. The retention of on-site car parking and turning areas can be covered by conditions.

#### ***Separate dwelling***

18. The proposed conversion would be a self-contained unit with toilet, utility/kitchen and a guest bedroom. The concern of using the annex as a separate residential unit can be covered by condition to ensure that the annex shall not be occupied at any time other than for purposes ancillary to the residential of the No 11A Church Street.

#### ***Other issues***

19. The proposed external alterations to windows and openings do not have a harmful impact in the street scene or on the character and appearance of the area. Nor would they seriously harm the amenity of neighbours. I expect that the amended plan would show part of the existing landscaped area to be replaced by hard surface in order to provide sufficient space for turning area. I do not consider that the loss of planting would cause serious harm to the visual amenity.

#### **Recommendation**

14. Subject to receipt of amendment in regard adequate parking and turning space, approve.

#### **Conditions**

1. Standard Condition 1 - Time limit (3 years) - Reason.
2. The permanent space to be reserved on the site for turning and parking as shown on the amended plan shall be provided before the annex hereby permitted is occupied and thereafter retained as such. (Reason – In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
3. The annex, hereby permitted, shall not be occupied at any time other than for purposes ancillary to the residential use of the dwelling known as No 11A Church Street. (Reason – To minimise additional traffic generation in the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

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

- South Cambridgeshire Local Development Framework (LDF) Development Control Policies, Development Plan Document, adopted July 2007
- Planning Files Ref: S/2005/05/F, S/1232/06/F, S/1864/06/F and S/1863/08/F

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