

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

4th February 2009

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

S/2059/08/F - HISTON
Erection of Dwelling at Land North of 26 Cottenham Road
for Mr & Mrs Brooklyn & Miss Young

Recommendation: Approve

Date for Determination: 29th January 2009

Notes:

This Application has been reported to the Planning Committee for determination on the written request of the local member Cllr Mason.

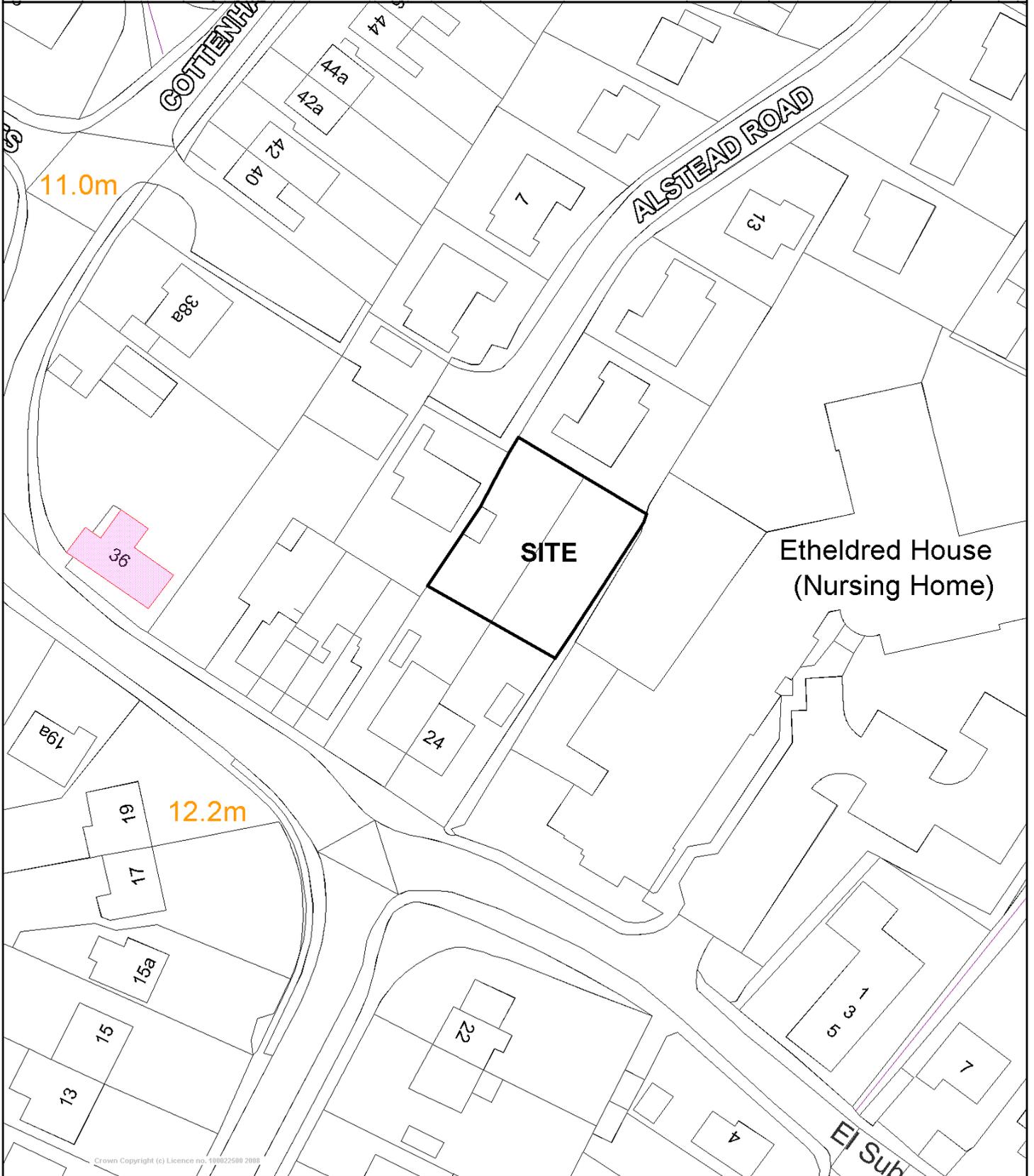
Members will visit the site on 4th February 2009.

Site and Proposal

1. The 0.05 hectare application site consists of the rear most part of the back gardens of nos.26 and 24 Cottenham Road. The site is within the Histon development framework with Histon being defined as a rural centre by the core strategy "2007". The site is currently laid to lawn with minimal planting along its flanks other than an established narrow band of landscaping along the northern boundary, which abuts the residential curtilage of no.11 Alstead Road. The site is not within the Histon Conservation Area and no trees within or on the periphery of the site are afforded statutory protection.
2. The application site as existing is accessed by foot via nos.24 & 26 Cottenham Road; however, there is no current through access for vehicles to the site. To the north of the site is the residential cul-de-sac Alstead Road. This road consists of a narrow no through road with the immediate houses abutting the application site being detached bungalows (Nos.10 & 11 inclusive). This road is a quiet cul-de-sac of relatively low density detached housing in a linear layout.
3. The application, received 4th December 2008, proposes the erection of a single detached 3-bedroom bungalow, which would be situated adjacent to no.10 and at a right angle to no.11 Alstead Road. The dwelling would be similar in scale and design to that of the adjacent properties and would be accessed via an opening onto Alstead Road, which at present consists of a close boarded fence boundary with a telegraph pole and street lamp onto the public footpath. The density equates to 20 dwellings per hectare.

Planning History

4. None



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Scale 1/789 Date 22/1/2009

Centre = 543712 E 264203 N

February Planning Committee

Planning Policy

5. *South Cambridgeshire Local Development Framework (LDF) Core Strategy, adopted January 2007:*

Core Strategy 2007

ST/4 Rural Centres

Local Development Framework Development Control Policies 2007

DP/1 Sustainable Development

DP/2 Design of New development

DP/3 Development Criteria

DP/7 Development Frameworks

HG/1 Housing Density

SF/10 Outdoor Playspace, Informal Open Space, and New Developments

SF/11 Open Space Standards

TR/1 Planning for More Sustainable Travel

TR/2 Car and Cycle Parking Standards

Consultation

6. **Histon Parish Council** – No recommendation, but provides the minutes from the Council meeting and notes the following points:

- (a) Narrow and inconvenient access, with the possibility of vehicles in and out colliding, even at low speeds;
- (b) If minded to approve, conditions are requested that the site has no access outside of 9am-5pm, Monday to Friday during the build;
- (c) Local Highways Authority comments should be revisited in light of the suitability of the access as raised by residents;
- (d) If minded to approve, consideration should be given to the access to the site being off Cottenham Road;
- (e) Multi stemmed tree not to be felled and to remain undamaged.

7. **Local Highway Authority** - "The applicant must show the dimensions for the proposed car parking spaces, which should be 2.5m x 5m with a 6m reversing, space.

The manoeuvring area should be provided as shown on the drawings and retained free of obstruction.

The proposed access way should be hard paved for a distance of not less than 6m from the boundary of the adopted public highway and the site, to prevent debris spreading onto the adopted public highway, which may represent a danger to other highway users.

As part of the above works the Highway Authority will require that the existing lamp column outside number 10 Alstead Road to be repositioned to reduce the potential for future damage which may occur as a result of vehicles entering and leaving the site."

8. **Trees & Landscaping Officer** – The vegetation on site is "scrub". While it affords a visual barrier between the two properties there is nothing of significance on site. There is no objection to the clearing of the site; however, a robust landscaping scheme to provide screening and softening of the boundaries would be welcomed.

Representations

9. Cllr Mason has written in with his objections to this proposal, the content of which has been summarised below:
 - (a) Under previous policies this would have been classed as back land development and refused as such;
 - (b) The dwelling would be served by a narrow and inconvenient access, which is substandard in width, visibility and safety;
 - (c) The new policies of housing density in my opinion do not override what is an issue of neighbour amenity;
 - (d) I support the view that the Local Highway Authority comments in relation to the access should be challenged and that access for the site should be from Cottenham Road;
 - (e) If granted the applicant would have to negotiate the relocation of street lighting, the telegraph pole and a dropped kerb, which would add further detriment to residents;
 - (f) Access from Alstead Road would lead to congestion, parking problems and highway safety issues.

10. In addition to the comments from Cllr Mason, 19 neighbour representations have been received from residents of Alstead Road (Nos. 1,3,4,6,7,8,9,10, 11, 13, 14, 15, 16,17,19and three unknown). The objections are summarised below:
 - (a) The proposed access is limited to nine feet six inches" and has always been fenced across;
 - (b) Builder's merchants would be unable to deliver materials onto the site due to the limited access and the likely size of their vehicles. Therefore the manoeuvring of these vehicles would result in very congested turning conditions at the turning head of Alstead Road, which could lead to vehicles having to use neighbouring driveways;
 - (c) The turning head has never given access to the site and would increase the volume of traffic in what is a quiet cul-de-sac;
 - (d) The removal of street lighting from its corner position as proposed by the applicant would cause light pollution to 9-10 and 11 Alstead Road;
 - (e) The occupier of No.11 Alstead Road would strongly object to the removal of the Multi-stem Copper Beech tree, which is subject to a Preservation Order as proposed by the developer. Its removal would result in the loss of privacy for the occupiers;
 - (f) The owners of Nos.8 and 10 Alstead Road have suffered in the past from damage to their garden walls by large vehicles turning in this section of road. Construction vehicles that are large in nature would cause a danger to some of the elderly residents as well noise and disturbance.

Planning Comments – Key Issues

Housing & Design

11. The site would provide a residential density of approximately 20dph, which is considered acceptable for a modest 3-bed detached bungalow within this location, having regard to the character of development in Alstead Road and access considerations. Histon is a Rural Centre as defined by the Core Strategy; which allows development without restriction of the size of a scheme within village frameworks. Rural Centres are by definition the larger sustainable villages with good links to public transport and local services. The application site is considered to be well located to the

village centre, with good access to its services. Due to the site only being capable of accommodating 1 dwelling, the development would not require to provide any affordable housing.

12. The proposed dwelling would be built in line with the subtle stagger of the existing properties nos.9 and 10 Alstead Road. The building envelope would sit at a right angle to no.11 Alstead Road such as no.9 does at present to no.8. The building would be of a similar size and design to those within the street scene and I am of the opinion that the proposal would be sympathetic to the planned layout of the area. The development would provide adequate private amenity space for the proposed dwelling as well as the existing properties at nos.24 and 26 Cottenham Road.
13. The applicant has acknowledged the need to provide for off site informal open space infrastructure and has agreed to provide a scheme to the level of a 3-bedroom dwelling. This would equate to an approximate sum of £2,958.33 to be secured by condition.

Access & Parking

14. The proposed bungalow would be served via a vehicle access off Alstead Road upon the northwest corner of the site. This access would involve creating an opening, which currently consists of a close-boarded fence fronting the turning head to Alstead Road. The access would be approximately 2.9m wide leading to two off-road car parking spaces at the required dimensions of 2.4m x 5m. Given the sustainable nature of the site in terms of public transport and services; 2 car parking spaces are considered the maximum level of parking for a single 3-bedroom dwelling. The amended plan no. 3023-01 Rev A illustrates that these spaces can be achieved on site and that they provide adequate turning provision to allow vehicles to enter and egress within a forward gear.
15. The Local Highway Authority is of the opinion that given the likely low impact of traffic generation that, would result from a single dwelling in this location, the proposed access is of sufficient width and location, to ensure that it would not be detrimental upon highway safety. It is acknowledged that the access does not provide the normal required standards of pedestrian visibility splays. However, in this instance Alstead Road is a quiet narrow winding residential cul-de-sac, with moderately low traffic intensity. I am of the opinion that; the traffic speeds of users of this road would be reasonably low.
16. The two nearest properties to the application site; nos.10 and 11 Alstead Road do not have access points within close proximity to the proposed access (no.10 has its access upon its western boundary, whilst no.11 has its access upon its northern boundary). Therefore it is considered that on the grounds that vehicles can enter and egress the site within a forward gear that very little traffic conflict would occur through its use. Pedestrians would be unlikely to use this corner of the turning head in large numbers. Nevertheless, given the layout of the turning head the access would be highly visible to both vehicles and pedestrians upon approach.

17. Despite this proposal, the opening of an access onto Alstead Road would at present not require planning permission as Alstead Road is not a classified road. Therefore this action could be taken by the applicant at any time with the approval of the Local Highway Authority. Representations have made reference to the potential alternative access to the site from Cottenham Road. Such a proposal would involve the demolition of an existing garage and would leave nos.26 or 24 without sufficient off road parking. Furthermore, an access off Cottenham Road would involve vehicles passing gardens of dwellings to the detriment of residents' amenity.

Amenity & Street Scene

18. The proposed dwelling is a single storey detached bungalow. It would share the same relationship to other properties of the surrounding detached dwellings within the street scene and would be of a similar scale and height. Given the low density and detached nature of Alstead Road I am of the opinion that the building would not result in any overlooking, overshadowing or overbearing impact upon any of the surrounding properties. The dwelling would result in an increase of traffic movements within Alstead Road, nevertheless, this increase would be minimal and I am of the opinion that vehicles entering and exiting the site within low gears would not be too dissimilar to vehicles manoeuvring within the turning circle and therefore the likely impact in relation to noise and disturbance to existing residents would be minimal.
19. The dwelling would be only partially visible from Alstead Road due to its corner position within the street scene. No.10 Alstead Road provides a high level close board fence along its northern elevation adjacent to the application site and the opening that would provide the vehicle access to the site would in my opinion provide an acceptable appearance to the turning head. Whilst it is acknowledged that the design of the dwelling is of no particular architectural merit, the dwelling would not be incongruous within the street scene due to it being sympathetic and in keeping with the properties that surround it, hence assisting its assimilation as part of Alstead Road.
20. Given the narrow access to the site concerns have been raised over the potential conflicts of noise and disturbance and traffic conflicts during the construction of the development. I am of the opinion that these matters can be overcome by suitable conditions restricting hours of operation of power driven machinery as well as the requirement of a method statement in relation to construction management.
21. The matter of relocating the existing street lamp and telegraph pole are not material planning considerations and are matters between the applicant and the relevant statutory undertakers, including the County Council, as Local Highway Authority. However, given the new location shown on the proposed plans of the street lamp, I am of the opinion that its re-location would make little difference to residential amenity.

Recommendation

22. Approve subject to amended plan no. 3023-01 Rev A.

Conditions

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission. (Reason - To ensure that consideration of any future application for development in the area will not be prejudiced by permissions for development which have not been acted upon.)

2. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details 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. The details shall also include specification of all proposed trees, hedges and shrub planting, which shall include details of species, density and size of stock. (Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)
3. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of the dwelling or in accordance with a programme agreed in writing by the Local Planning Authority. If within a period of five years from the date of the planting of any tree that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, another tree of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation. (Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)
4. The proposed access and turning area shall be provided before the dwelling 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.)
5. The proposed access way shall be hard paved for a distance of not less than 6m from the boundary of the adopted public highway and the site. (Reason - To prevent debris spreading onto the adopted public highway, which may represent a danger to other highway users in the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
6. During the period of construction, no power operated machinery shall be operated on the site before 0800 hours and after 1800 hours on weekdays and 1300 hours on Saturdays, nor at any time on Sundays and Bank Holidays, unless otherwise previously agreed in writing by the Local Planning Authority. (Reason - To minimise noise disturbance for adjoining residents in accordance with Policy NE/15 of the adopted Local Development Framework 2007.)
7. No development shall take place until details of the following have been submitted to and approved in writing by the Local Planning Authority:
 - i) Contractors' access arrangements for vehicles, plant and personnel;
 - ii) Contractors' site storage area(s) and compounds(s);
 - iii) Parking for contractors' vehicles and contractors' personnel vehicles;Development shall not be carried out other than in accordance with the approved details. (Reason - In the interests of residential amenity in accordance with Policies DP/3 and DP/6 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 Core Strategy (adopted January 2007) and Development Control Policies (adopted July 2007)
- Planning Application File ref: S/2059/08/F

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