

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Development and Conservation Control
Committee

1st September 2004

AUTHOR/S: Director of Development Services

S/1320/04/O - Histon

Erection of Three Dwellings Following Demolition of Existing Dwelling at 81 Park Lane for Mr Betson

Recommendation: Approval

Members will visit the site on Tuesday 31st August 2004.

Site and Proposal

1. The site lies on the western edge of the village and measures 0.126 hectares and comprises a 1950s bungalow with detached garage to the side, with access off Park Lane, close to the junction with Melvin Way. The bungalow has large front and rear gardens that are screened from the road and neighbouring dwellings by mature trees to the boundaries. 1.8 metre high, close-board fences define the Pease Way, Melvin Way and rear boundaries. The eastern boundary adjoins Melvin Way, where there is an Anglian Water pumping station sited close to the corner with Park Lane. To the south and west, dwellings on Melvin Way and Pease Way adjoin the site.
2. This outline planning application, received on the 28th June 2004 proposes to demolish the existing bungalow and garage, replacing it with three detached houses and associated garages. The house closest to Park Lane (plot 1) will utilise the existing access, while the two houses (plots 2 & 3) to the south would front, and have access from, Melvin Way. Design and landscaping are not included with this outline application, however sketch plans indicate that some trees within the site would be retained and the frontage to Melvin Way could be landscaped with a hedge and tree planting to replace the existing fence. The density would equate to 23.81 dwellings per hectare.

Planning History

3. There is no planning history for this site.

Planning Policy

4. **Policy SE2 'Rural Growth Settlements'** of the South Cambridgeshire Local Plan 2004 ("Local Plan") defines Histon as a Rural Growth Settlement in which residential development will be permitted on unallocated land, providing the development meets with the criteria of this and other polices included within the Local Plan.
5. **Policy HG10 'Housing Mix and Design'** of the Local Plan requires residential developments to include a mix of housing types and sizes, including one and two bedroom dwellings, making best use of the site and promoting a sense of community that reflects local needs. Design and layouts should be informed by the wider character and context. In addition, high quality design is sought, combining energy efficiency.

6. **Policy TP1 ‘Planning More Sustainable Travel’** of the Local Plan seeks to promote sustainable travel by limiting car parking to maximum levels and requiring cycle parking to be provided, as set out in standards in appendix 7/2.
7. **Policy P1/3 ‘Sustainable Design in Built Development’** of the Cambridgeshire and Peterborough Structure Plan 2003 (“Structure Plan”) states that a high standard of design and sustainability should be adopted for all new forms of development.
8. **Policy P5/3 – Density** of the Structure Plan requires previously developed land to be re-used efficiently. A guideline of 40 dwellings per hectare is identified for sites close to a good range of services, facilities and public transport. Densities of less than 30 dwellings per hectare will not be acceptable. The highest density possible that is compatible with local character should be applied.

Consultations

9. **Histon Parish Council** has recommended refusal based on density, over-development of the site and concern over screening and privacy to other houses in the locale, especially no. 1 Pease Way.
10. **Chief Environmental Health Officer** – recommended conditions to minimise the effects of noise from the development to nearby residents or occupiers.
11. The comments of the **Trees and Landscape Officer** will be reported verbally at Committee.
12. **Anglian Water** comments will be reported verbally at Committee, including any subsequent additional advice from the Chief Environmental Health Officer.

Representations

13. Letters of objection have been received from occupiers of four neighbouring properties. The issues raised include:
 - Proximity to Brantwych to the south and 1 and 3 Melvin Way opposite.
 - Loss of light to Brantwych and 3 Melvin Way.
 - Potential first floor side windows effecting Brantwych.
 - Two storey dwellings proposed, objectors would prefer single storey.
 - Impact on highway safety, resulting from the narrowness of the road, proximity to the junction with Park Lane, additional traffic, siting of accesses in relation to the access to 3 Melvin Way and loss of on-street car parking.
 - Loss of privacy to 3 Melvin Way due to narrowness of the road and siting directly opposite. In addition, loss of privacy to nos. 1 and 3 Pease Way, to the west, due to siting of the dwellings proposed and the removal of trees.
 - Removal of trees and shrubs, which provide privacy and wildlife habitat.
 - The proximity, number and size of dwellings proposed would result in over-development of the site.

Planning Comments – Key Issues

14. The key issues to consider in respect of this application are those relating to the siting, density and access. Other issues relating to the design and landscaping are not part of this application and would be reserved matters.

Siting

15. The three dwellings proposed will be sited so that a separation distance of between 23.45 metres and 26.50 metres is achieved between the back walls of the houses proposed and those at nos. 1 and 3 Pease Way. This is greater than the existing separation distance, albeit at single storey; and is also greater than the existing distance between Brantwych and no. 3 Pease Way. It is reasonable to anticipate retention of a number of trees along this boundary, providing additional screening; however even without any trees the back-to-back separation distances are entirely acceptable. The front-to-front relationship of plot 3 with 3 Melvin Way also is not unreasonable at 15 metres. These separation distances, with the east-west facing orientation of the dwellings and surrounding houses, will ensure that a significant loss of light does not result.
16. The proposed siting in relation to the street scene is very good, with a continuation of the existing built form through frontage development and provision of detached houses. It should be possible to retain a number of the existing trees within the site. In light of the above considerations, the relationship of the proposed dwellings with the street and neighbouring properties will not be detrimental to the character of the area or neighbouring amenities.

Density

17. The proposals do not represent an over-development of the site. Based on current policy a density of a minimum of four or five dwellings could be sought, however when taking into consideration the character of this area, location on the village edge and adjacent to the Green Belt, and the proximity of the site to the junction of Melvin Way with Park Lane the three dwellings proposed are considered to be an appropriate density and will not result in over-development of the site.

Access

18. The utilisation of the existing access to serve plot 1 will not be more harmful to the highway safety than if the existing dwelling were retained. The crossover proposed for plots 2 and 3 will be a shared access and is to be sited further away from the junction than the access off Melvin Way, which serves 77 Park Lane. The access is to be sited to the south of this existing access 'opposite' and will be north of the access to 3 Melvin Way. The two additional properties proposed will use Melvin Way, however these dwellings will not result in a significant increase in traffic on this adopted estate road. The application indicates that two car parking spaces for each of plots 2 and 3 will be provided in the form of single garages with a car parking space in front, in line with current car parking requirements. It is reasonable, therefore, to conclude that no significant harm to highway safety and traffic will result from these proposals.

Reserved Matters

19. All other aspects of the proposals are to be considered as part of a reserved matters planning application. These will include landscaping proposals and details of the design for the dwellings. Potential issues relating to these matters can be addressed in detail at that time and are not considerations for this outline application.

Recommendation

20. Approval

1. Standard Condition B – Time limited permission (Reason A);
2. Sc1 – Reserved Matters b) design, d) landscaping (Reason 1)
3. Sc26 – Power operated machinery Worded 'before 8 am on weekdays and 8 am on Saturdays nor after 6pm on weekdays and 1pm on Saturdays (nor at any time on Sundays or Bank Holidays) (Rc26);
4. Sc52 – Implementation of landscaping (Rc52);
6. Sc56 – Protection of trees during construction (Rc56);
7. Sc57 – Protection of existing trees (Rc57);
8. Sc60 – Details of boundary treatment (Rc60);
9. C3 a) & b) – Car parking, turning and unloading (RC20 – parking and turning of vehicles).

Informatives

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 and demolition there shall be no bonfires or burning of waste except with the prior permission of the Environmental Health Officer in accordance with best practice and existing waste management legislation.
3. Before any existing property is demolished, a Demolition Notice will be required from the Environmental Health Department establishing the way in which the property will be dismantled, including any asbestos present, the removal of waste, minimisation of dust, capping of drains and establishing hours of working operation, to ensure the protection of the residential environment of the area.

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) and Policy P5/3 (Density).
 - **South Cambridgeshire Local Plan 2004:** SE2 (Development in Rural Growth Settlements), HG10 (Housing Mix and Design) and 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:
 - Residential amenity (light, privacy and overlooking);
 - Highway safety (access and car parking);
 - Landscaping (existing trees and wildlife);
 - Design (size and height);

- Appearance and character of the area (over-development).
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:

- **South Cambridgeshire Local Plan 2004**
- **Cambridgeshire and Peterborough Structure Plan 2003**
- **Planning file Ref: S/1320/04/O**

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