

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Committee

13<sup>th</sup> January 2010

**AUTHOR/S:** Executive Director (Operational Services)/  
Corporate Manager (Planning and Sustainable Communities)

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**S/1492/09/F – HISTON**  
**Erection of Bungalow and Double Garage at Land to the North East of 24 & 26**  
**Cottenham Road for Mr and Mrs Hogger**

**Recommendation: Approval**

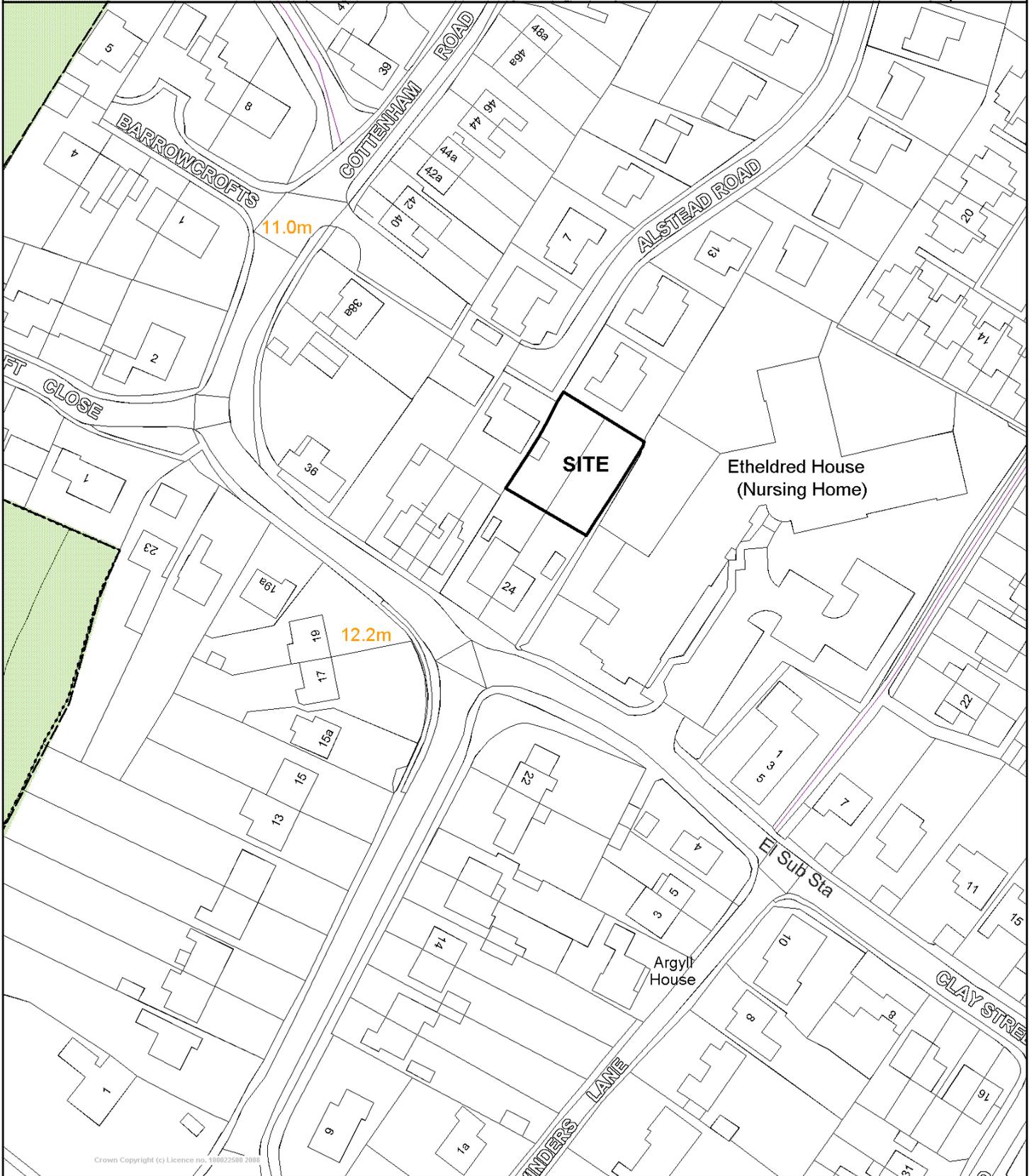
**Date for Determination: 7<sup>th</sup> December 2009**

**Notes:**

**This Application has been reported to the Planning Committee at the request of local Member Cllr Mason who supports the Histon and Impington Parish Council's recommendation of refusal.**

**Site and Proposal**

1. The 0.05 hectare (ha) application site once consisted 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 has been cleared in preparation for development. The site is not within the Histon Conservation Area and no trees within or on the periphery of the site are afforded statutory protection. 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, comprising 20 dwellings.
2. This full planning application, received on 12<sup>th</sup> October 2009, proposes the erection of a single, detached, 3-bedroom chalet 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 appearance to adjacent properties. It would be accessed via an opening onto Alstead Road, which at present consists of a secured mesh fence with a telegraph pole and street lamp onto the public footpath. The street lamp will be moved. The density equates to 20 dwellings per hectare. This application differs to that previously approved under Planning Application S/0248/09/F by virtue of the accommodation within the dwelling's roof space, increase in ridge height of 1m to a height of 6m and the addition of a single garage.
3. The proposals were been amended on 26<sup>th</sup> November 2009 to address concerns of officers. Two front dormers have been replaced by high level rooflights (1.7m above internal floor level); the double garage has been reduced to a single garage and is moved away from the boundary with no. 11 Alstead Road; and an obscure glazed, right hung window added to the west elevation as a means of fire escape.



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Scale 1/789 Date 15/12/2009

Centre = 543701 E 264180 N

January Planning Committee

## Planning History

4. Planning Application ref: **S/2059/09/F** for the erection of a dwelling was refused on 11<sup>th</sup> February 2009 on grounds of failure to provide adequate pedestrian visibility splays, thereby harming highway safety, contrary to Policy DP/3 of the Local Development Framework 2007.
5. Planning Application ref: **S/0348/09/F** for the erection of a dwelling considered at the 6<sup>th</sup> May 2009 Planning Committee Meeting was approved on the 11<sup>th</sup> of May 2009 as the inclusion of a right hand pedestrian visibility splay was deemed to address the previous reason for refusal.

## Planning Policy

6. **East of England Plan 2008:**  
SS1 Achieving Sustainable Development
7. **South Cambridgeshire Local Development Framework, Core Strategy, DPD, 2007:**  
ST/4 Rural Centres
8. **South Cambridgeshire Local Development Framework, Development Control Policies, DPD, 2007:**  
DP/1 Sustainable Development  
DP/2 Design of New development  
DP/3 Development Criteria  
DP/4 Infrastructure and New Developments  
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
9. **South Cambridgeshire Local Development Framework, Supplementary Planning Guidance:**  
Trees and Development Sites, adopted in January 2009  
Biodiversity, adopted in January 2009  
Public Open Space in New Developments, adopted in 2009
10. **Circular 11/95** – The Use of Conditions in Planning Permissions: Advises that conditions should be necessary, relevant to planning, relevant to the development permitted, enforceable, precise and reasonable in all other respects.
11. **Circular 05/2005** - Planning Obligations: Advises that planning obligations must be relevant to planning, necessary, directly related to the proposed development, fairly and reasonably related in scale and kind and reasonable in all other respect.

## Consultation

12. Histon Parish Council – Recommends Refusal on the following grounds:
  - The original permission fitted in with its surroundings, however the current proposal to raise the roof and converting the property into a chalet bungalow would be out of keeping with the character of the area.
  - The proposal would conflict with the pattern of development having a poor relationship with adjoining buildings.
  - Traffic flows may be increased as a result of the increased size of the property.

- Bungalows are in high demand within the village and the failure to provide one may hinder housing need.
13. **Landscape Design** – A landscape condition should be imposed to ensure that the view into the site is favourable. The beech trees on the site and neighbouring ash tree need protection during construction. They are an important part of the outlook from Ethelred House.
  14. **Local Highway Authority** – No significant adverse effect upon the public highway should result from this proposal should it gain the benefit of planning permission. The Highway Authority accepts that the 1m x 1.5m pedestrian visibility splay is the best that can be achieved within the land that is in the applicant's control, also taking into consideration a low level of pedestrian movement.

### **Representations**

15. Both Local Members **Cllr Mason** and **Cllr Davies** request that this application be determined at the full planning meeting. They are aware of considerable local concern on this application commenting that the current proposals do not represent a modest single storey 'bungalow'.
16. Letters of objection in relation to the original scheme have been received from occupiers of nos. 4, 7, 8, 9, 10, 11 and 15 Alstead Road, the contents of which are summarised below:
  - The proposals further intrude upon the privacy of no. 11 with views across their patio area which is already affected by the development at Ethelred House;
  - The pitched roof garage would result in a loss of sunlight to the patio area of no. 11;
  - The approved cobbled visibility splay appears to have been removed as part of this proposal, this is a concern due to the risk of users of the footpath crossing past the site entrance;
  - The proposal is not a bungalow but a chalet bungalow;
  - None of the properties within Alstead Road have dormer windows or roof light windows (dormers should be upon the back where they would not be visible);
  - The proposal would infringe upon the amenity of adjacent properties and would devalue their house prices;
  - All trees on site have been removed, so the proposal would be highly visible from Alstead Road;
  - There would be no space to maintain the garage due to its close proximity to the common boundary with no. 11;
  - The application incorrectly states that the owners of nos.10 and 11 Alstead Road have no objections to the proposals;
  - The visibility splay must be maintained with bollard and cobbles to ensure it is effective;
  - The proposed visibility splay would not be effective and is simply a diagram upon a plan;
  - The pavement being lowered at the point of entrance would make it unusable for pedestrians;
  - Due to the narrow access, visitors will park within the turning head, resulting in on street congestion;
  - There is poor provision for turning a vehicle within the street and, therefore use of the road will intensify resulting in a danger to highway safety, as the existing dwellings are 5m high to the ridge.
  - The road and pavements within the road are in a poor state of repair and need maintenance;

- The proposal would result in a 1m increase in ridge height to that previously approved making it appear out of character with the rest of the street;
17. Following the submission of amended plans and the extended consultation period four further letters of objection have been received from occupied at nos. 5, 9, 10 and 15 Alstead Road, which conclude that the proposal would be out of keeping with the surrounding area due to the increase in height, inclusion of roof light windows and high pitched roof garage.

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

18. The principle of a dwelling on this site has been established through the extant planning permission. The site would provide a residential density of approximately 20dph, which is considered acceptable for a modest 3-bed detached dwelling 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; this 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 in relation to the village centre, with good access to its services. Due to the site only being capable of accommodating one dwelling, the development would not be required to provide any affordable housing. The key issues to consider, therefore, in the determination of this application are the impact that the proposed development would have upon the public realm, neighbour amenity and highway safety.

#### ***Public Realm***

19. The proposed dwelling would be built in line with the subtle stagger of the existing properties at 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 and the building would be of a similar size and design to those within the street scene it is officers 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.

#### ***Highway Safety***

20. 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 officers opinion provide an acceptable appearance to the turning head. Whilst it is acknowledged that the design of the dwelling is of no particular architectural interest, it 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.
21. 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, pedestrians approaching from the west would be clearly seen by drivers leaving the access. Pedestrians approaching the access from the north would be afforded some visibility by the proposed 1.5m x 1.0m splay. It is considered necessary to define the visibility splay on the ground so that it is maintained and serves its purpose. This is to be achieved by the provision of a bollard and a cobbled finish.

22. 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.

***Neighbour Amenity***

23. The proposed dwelling is a one and half storey detached chalet 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 but with an increased ridge height of 1m. Given the low density and detached nature of Alstead Road Officers are of the opinion that the building would not result in any overlooking, overshadowing or overbearing impact upon any of the surrounding properties.
24. The proposed bungalow would be served via a vehicle access off Alstead Road upon the northwest corner of the site. This access involves the creation of an opening, which currently consists of a metal-mesh security fence fronting the turning head to Alstead Road. The access is approximately 2.9m wide and would lead to a driveway, which could accommodate at least two off-road car parking spaces, including the proposed single garage. 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 required for a 3-bedroom dwelling. The plans illustrate 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.
25. The dwelling would result in a potential 5% increase of traffic movements within Alstead Road. Officers are 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.
26. 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. These matters can be overcome by planning conditions restricting hours of operation of power driven machinery as well as the requirement of a method statement in relation to construction management.
27. The proposal would include roof light windows within its front and rear roof slopes. The roof lights within the rear roof slope would be approximately 22m from the rear elevations of nos. 24 and 26 Alstead Road and would therefore not result in a material loss of the privacy that these properties currently enjoy. The proposal has been amended by removing dormer windows from the front roof slope and replacing them with roof light windows with an internal sill height 1.7m above the internal floor level. As a result of these changes these windows would not result in a material loss of privacy upon the amenities of no. 11 Alstead Road. The two first floor windows within the side elevations of the dwelling are to be obscure glazed and serve as a means of escape to the two first floor bedrooms. The window within the east elevation would be a significant distance away from the care home, Eltheldred House, to not result in any material loss of privacy when open. The window within the west elevation would face a blank elevation of no. 10 Alstead Road and would be hung upon its right hand side with views north towards Alstead Road only.

28. The proposed garage has been revised from a double-bay, 5m high structure sited hard onto the common boundary with no. 10 Alstead Road to a single-bay, 4m high structure located 2m off the common boundary with no. 10 Alstead Road. As a consequence this structure is not considered to detrimentally impact upon the amenity that the occupier of this property currently enjoys. The garage would be located well away from direct public views and would only be visible from the access point of the site. Its pitched roof although departing from other garage designs within the street scene is not considered to be harmful to the character and appearance of the surrounding area.

***Other Matters***

29. 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 £3,104.38 which is to be secured by condition.

**Recommendation**

30. Approve as amended by plan nos. EDG/09/36/9b and EDG/09/36/6b date stamped 26<sup>th</sup> November 2009:

**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. The development hereby permitted shall be carried out in accordance with the following approved plans PL2(21)02 Rev B & PL2(21)01 Rev B.  
(Reason – For the avoidance of doubt and in the interests of proper planning)
3. The 'studio' shown on the plans does not form part of the planning permission hereby granted.  
(Reason – For the avoidance of doubt and in the interests of proper planning.)
4. 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.)
5. The dwelling, hereby permitted, shall not be occupied until details of a scheme for the provision of outdoor sports and play space and informal open space infrastructure to meet the needs of the development in accordance with Policies DP/4, SF/10 and SF/11 of the Local Development Framework Development Control Policies 2007 has been submitted to and approved in writing by the LPA. (Reason - To ensure the development provides a suitable level of public open space for occupants of the development, in accordance with Policies DP/4, SF/10 and SF/11 of the South Cambridgeshire Local Development Framework 2007.

6. 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.)
7. 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.)
8. 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.)
9. A visibility splay shall be provided on the north east side of the access and shall be maintained free from any obstruction over a height of 600mm within an area of 1.5m x 1.0m measured from and along respectively the back of the footway. (Reason - In the interest of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
10. 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.)
11. 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.)

## **Informatives**

1. See attached Environment Agency advice regarding soakaways.
2. In relation to condition 3, above, the provision of recreational infrastructure to meet the need as of the development, in accordance with Policies DP/14 and SF/10 of the South Cambridgeshire Local Development Framework 2007, amounts to a financial contribution of (£3,104.38), as calculated at the date of this decision. The applicant has agreed to such a contribution and a document under S106 (scheme) is required to secure this.

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

- South Cambridgeshire Local Development Framework Development Control Policies DPD (2007)
- South Cambridgeshire Local Development Framework 'Trees and Development Sites' 'Biodiversity' and 'Public Open Space in New Developments' SPDs (2009)
- Circular 11/1995
- Circular 05/2005
- South Cambridgeshire Local Development Framework Core Strategy DPD
- Department for Transport, Manual for Streets, adopted in 2007.

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