

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Development and Conservation Control Committee 5th January 2005
AUTHOR/S: Director of Development Services

**S/2093/04/O - Fulbourn
Nine Houses and Garages at Hall Farm, School Lane
for Mrs. M. Wright**

**Recommendation: Delegated Approval
Date for Determination: 8th December 2004**

Conservation Area

Site and Proposal

1. The site is a farmyard totalling an area of 0.334 ha, comprising of a paddock to the frontage, yard, with barn, two grain silos and a water tower. There is a vehicular access adjacent to the library, with a further field access to the paddock. The site is in the heart of the village and with the library and school to the south and west of the site. To the north the site adjoins gardens, including to the public house on High Street. Two residential properties adjoin the site No. 6 School Lane to the north, has no windows in its southern wall that faces the site. There is a garage serving this property adjacent to the boundary. A further dwelling, at no. 16 School Lane, adjoins the site access to the south. This dwelling has a ground floor kitchen window in its north elevation that faces onto the existing access to the farmyard.
2. This outline planning application, received on the 13th October 2004 proposes the erection of nine dwellings with garages, at a density of 27 dph. Approval of siting and access are sought, with all other matters to be reserved. Revised plans have been requested to address matters that have arisen through consultations and notifications.

Planning History

3. There is no previous planning history relevant to this site.

Planning Policy

4. **Policy SE2 'Rural Growth Settlements'** of the South Cambridgeshire Local Plan 2004 ("Local Plan") defines Fulbourn 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 policies included within the Local Plan.
5. **Policy HG10 'Housing Mix and Design'** of the Local Plan requires developments to include a mix of housing types and sizes, with the design and layout being informed by the wider area.
6. **Policy TP1 'Planning for More Sustainable Travel'** of the Local Plan seeks to promote sustainable travel and as such planning permission will only be granted where small-scale increases in travel demands will result, unless satisfactory

measures to increase accessibility are included. Standards for maximum car parking levels and requirements for cycle storage are found in Appendices 7/1 and 7/2.

7. **Policy CS10 'Education'** of the Local Plan requires a financial contribution towards provision of additional temporary or permanent educational accommodation on schemes of four or more dwellings where it would cause the planned capacities to be exceeded within a five year period following the application.
8. **Policy EN15 'Development Affecting Ancient Monuments or Other Archaeological Sites'** of the Local Plan sets out measures the Council will take to protect known or suspected sites and features of archaeological importance and their settings.
9. **Policy EN30 'Development in Conservation Areas'** of the Local Plan requires development within these areas to preserve or enhance the special character and appearance of the area, especially in terms of scale, massing, roof materials and wall materials.
10. **Policy P1/2 'Environmental Restrictions on Development'** of the Cambridgeshire and Peterborough Structure Plan 2003 ("Structure Plan") restricts development where it could damage areas that should be retained for their biodiversity, historic, archaeological, architectural and recreational value.
11. **Policy P1/3 'Sustainable Design in Built Development'** of the Structure Plan states that a high standard of design and sustainability should be adopted for all new forms of development.
12. **Policy P7/6 'Historic Built Environment'** of the Structure Plan requires Local Authorities to protect and enhance the historic environment, including designated conservation areas and archaeological remains.

Consultations

13. **Fulbourn Parish Council** – recommends approval.
14. **Environment Agency** – recommends a surface water drainage condition and standard informatives.
15. **Environmental Health Officer** – recommends conditions on hours of construction and investigation of contamination and remedial works if necessary. Informatives regarding bonfires, demolition notices and driven pile foundations are also advised.
16. **County Archaeology Office** – recommends inclusion of a negative condition requiring a programme of archaeological investigation, as per PPG16, paragraph 30.
17. **County Highways Authority** – no objections to the principle of development. Comments on the access and layout:
 - A turning area will need to be incorporated for the access to plot 6, which utilises the existing farm access.
 - The car parking area for plots 3 & 4 needs to be redesigned to avoid cars parking in front of these spaces, resulting in obstruction of the access to garages serving plots 1 & 2 and plot 1.

- The garages for plots 8 & 9 should be set back to allow a 6m driveway in front of them.
 - A turning head for refuse vehicles will need to be incorporated.
 - They now are having to allow higher numbers of dwellings from off private drives, rather than the traditionally accepted five dwellings. It would in this case be acceptable to adopt a private drive serving eight dwellings and this arrangement may well be preferable.
18. **Building Inspector** – comments that there appears to be insufficient space to enable a fire service vehicle to turn around.
19. **General Works Manager** – raises several issues with the layout proposed:
- The site must be highway standard, whether adopted or not and capable of carrying 26 tonnes GVW.
 - The radii at the junction with School Lane must be properly curved, not straight.
 - No details are provided of refuse storage, plots 2 - 5 need to have integral storage to the front of the building, while plot 6 has side access and plots 7 – 9 could use their rear gardens.
20. **Conservation Manager** – comments that pre-application discussions were held, the proposed scheme broadly follows the recommendations made. While the density has been increased from five to nine, the site can accommodate this and given its location and proximity to the village centre it is appropriate that the density should be reasonably high. The outline application is acceptable as it includes details of the siting and means of access together with some indicative elevations and schedule of materials. I am satisfied that, so long as the scheme is developed in accordance with the principles set out in this outline application, it will not unduly impact upon the setting of the Conservation Area, and the removal of unsightly existing structures and band of conifers across the site will be a positive improvement.
21. No objection is raised however he suggests conditions requiring:
- The development of the site to be in accordance with the layout accompanying the outline application, with two storey dwellings and single storey garage blocks under pitched roofs.
 - Materials should be good quality traditional materials of the area (i.e. gault brick, timber weatherboarding, painted render to walls, with clay plain-tiles, pan-tiles or blue black slates to the roofs and all windows and doors in timber).
 - The boundary wall fronting School Lane should be retained (except where new accesses are to be formed) and extended with detailing all to match existing.
 - The existing railings forming the southern boundary should be retained and repaired as necessary.
 - Protection of the existing trees during construction.
 - Removal of permitted development rights in respect of extensions and alterations to the external fabric.
22. **Landscape Design Officer** – comments that any landscaping should enhance the street character. Access to plots 8 & 9 would be better sited to the rear to avoid a visual break. Queries practicality of retaining railings to the rear of plots 4 & 5, as security and screening will be required.

23. **Trees and Landscape Officer** – the trees on the site frontage, while not being individual specimens, do contribute to the street scene. The proposed main access to the site will mean the loss of the two smallest, poor and insignificant trees on site and no objection has been raised to the location of the access. The smaller access to serve plots 8 & 9 will compromise two better quality trees and the distinct change in site levels would also compromise the remaining two trees, therefore he objects to this element of the proposals.
24. **Cambridgeshire County Council's Chief Financial Planning Officer** – comments that adequate secondary school capacity is not available to meet the needs arising from this development. A contribution of £20,000 from the developer to cover the cost of two additional secondary school places is to be sought.

Representations

25. Occupier of 6 School Lane is not opposed to the development but raises concerns regarding road safety on this busy school route. Two more drives will create more problems and the increased traffic from so many dwellings will exacerbate this. The two car parking spaces per dwelling that has been allotted is likely to be insufficient and will result in on-street car parking.
26. Plots 4, 5 and 7 seem to be inches away from the existing garage at no. 6 School Lane. They are concerned about the proximity.
27. Plot 9 appears to be very close to the existing flint wall, which may become unstable if building work is so close. They are also concerned that no windows in this property result in overlooking.
28. They feel that the development should not have safety implications for existing residents and that the intensity of development in this busy area needs to be considered.
29. Occupier of 16 School Lane is not concerned about the dwellings themselves, but is concerned with regard to the number of access points onto School Lane, which will result in loss of on-street car parking, exacerbating existing problems. They question whether a dropped kerb could be provided to their property to make parking there illegal.
30. The Head Teacher and Chair of Governors for Fulbourn Primary School commented that:
31. As the school caters for children from the age of 4 years to 11 years of age, they would expect the boundary to be of such a height and construction as would ensure the safety and security of its pupils. They request that this would need to be installed from the outset of the planned development, again for reasons of health and safety. Furthermore, as the existing playground and access to the Library and Activity Centre would be very close to some of the proposed houses, appropriate design of the boundary wall/fence should be considered to avoid nuisance.
32. The existing barn already causes them some difficulties with rat infestation. They would wish appropriate measures to be taken by the developer to eliminate such pests prior to disturbance of the barn.
33. Plot 1 is noted to be very close to the school swimming pool and they consider that parents would be very concerned if windows on this property overlooked the pool and changing facilities.

34. The existing uninterrupted parking facility along the proposed frontage is used by parents when dropping off or collecting children at the school. Any anticipated reduction in the availability of this parking will constitute a potential road safety hazard.
35. They noted that three vehicular access routes cross the existing footpath, which parents and pupils use, on their journeys to and from school. Having just completed the 'safer routes to schools programme' they are very concerned that this will increase the potential danger to those users.
36. The apparent variation in existing land levels could mean that drainage on the existing playground and surrounding area could be adversely affected. Further investigation and discussion at the time of final planning would be appreciated.

Planning Comments – Key Issues

37. The key issues in considering this outline planning application are those matters relating to access and siting, having regard to the presumption in favour of development in principle in this Rural Growth Settlement.

Access

The issues which have been raised in relation to access can be overcome with amendments to the submitted scheme.

38. The number of access points is to be reduced, with a 6 metre wide drive to serve eight of the nine dwellings proposed and the existing access point being reduced in width to serve plot 6. A third access point is to be removed. There will then be just two access points, reducing the loss of on-street car parking and overcoming concerns regarding the impact on trees and differences in site levels adjacent to the road.
39. It is proposed to alter the car parking arrangement to the rear of plots 7 – 9. This can be achieved through siting the dwellings at plots 8 – 9 slightly closer to the road to allow room for garages to the rear of them. This layout shall incorporate room for fire and rescue vehicles to turn and will overcome the problems of obstruction to the access point to garages for plots 1 and 2 and access to plot 1. The siting of garages to the rear of plots 7 – 9 will have the added benefit of providing some screening of views from the dwellings proposed at plots 2 – 6.
40. Revised plans will also incorporate turning for plot 6.

Siting

41. The neighbouring occupier has raised the proximity of the garages serving plots 4, 5 and 7. The submitted scheme details a gap of 400mm from the boundary. This gap would allow for guttering not to overhang. Details of the garages to be submitted as reserved matters will address the visual impact of these garages, on the neighbouring dwelling. A garage serving the neighbouring dwelling is, however, sited along this boundary adjacent to the proposed siting of those proposed and therefore it is unlikely that any significant impact on the neighbouring amenities will result.
42. Plot 9 is to be sited 1 – 1.4 metres in from the boundary wall and as such is unlikely to impact the flint wall, however conditions seeking its retention will ensure that it is retained. As a result of the siting of the proposed dwellings and associated garages

it is unlikely that any overlooking will result. This can be addressed as part of a detailed application for the design of the buildings proposed.

43. Similarly, a condition limiting first floor windows would address concerns relating to overlooking of the pool and changing rooms at the school.
44. The revisions to the proposed siting of the dwellings at plots 7 – 9 will require the agreement of the Trees and Landscape Officer in order to ensure that they will not unduly impact upon existing trees to the frontage.
45. Details of boundaries can be conditioned, however it is worth noting that in order to provide adequate screening to the school, the railing may have to be replaced. A condition requiring details of boundary treatments to be agreed will allow these matters to be addressed as part of a detailed application.
46. Notwithstanding that the application is in outline only, sufficient information has been submitted to demonstrate that the character and appearance of the Conservation Area will be preserved.

Recommendation

47. Subject to no objections from the Local Highways Authority, Trees and Landscape Officer and Conservation Manager being received to amended plans which are awaited and, to the signing of a Section 106 Agreement securing a financial contribution towards the provision of secondary education, delegated powers are sought to approve the application as amended, subject to the following conditions:
 1. Standard Condition B – Time limited permission (Reason A);
 2. Sc1 – Reserved matters (design and landscaping) (Rc1)
 3. Sc5:
 - a – Details of materials for external walls and roofs (Rc5aii);
 - b – Surface water drainage (Rc5b);
 - d – Refuse storage accommodation (Rc5d);
 - f – Materials to be used for hard surfaced areas (Rc5f);
 - j – Car parking (Rc5j);
 4. Highways C3a and b – permanent space for car parking and turning;
 5. Sc21 – Withdrawal of permitted development rights (a) Part 1 and (b) Part 2 Class C (Rc21a and c ‘Conservation Area’)
 6. Sc22 – No further windows ‘west elevation of plot 1 and north elevation of plot 9(Rc22)
 7. Sc26 – ‘During the period of construction no power operated machinerybefore 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);
 8. Sc44 Garages (Rc44)
 9. Sc51 – Landscaping (Rc51);
 10. Sc52 – Implementation of landscaping (Rc52);
 11. Sc56 – Protection of trees during construction (Sc56)
 12. Sc60 – Details of boundary treatment (Rc60);
 13. Sc66 Archaeology (Rc66);
 14. Other conditions as recommended by Highways, Conservation, and Trees and Landscape Officers.

Informatives

- To cover Environment Agency and Environmental Health comments.

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:** Policy P1/2 'Environmental Restrictions on Development', Policy P1/3 'Sustainable Design in Built Development' and Policy P7/6 'Historic Built Environment'.
 - **South Cambridgeshire Local Plan 2004:** Policy SE2 'Rural Growth Settlements', Policy HG10 'Housing Mix and Design', Policy TP1 'Planning for More Sustainable Travel', Policy CS10 'Education', Policy EN15 'Development Affecting Ancient Monuments or Other Archaeological Sites' and Policy EN30 'Development in Conservation Areas'.
2. The development is not considered to be significantly detrimental to the following material planning considerations, which have been raised during the consultation exercise:
 - Residential amenity including noise and overlooking issues
 - Highway safety
 - Impact upon the setting of the Conservation Area
 - Trees

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/2093/04/O

Contact Officer: Melissa Reynolds – Senior Planning Assistant
Telephone: (01954) 713237