

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

6 October 2010

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

S/1245/10/F – HISTON
Alterations, Extension and Change of Use From Shop and Dwelling to Dwelling
at 40 Station Road for Mr Iain Staniland

Recommendation: Approval

Date for Determination: 12 October 2010

Conservation Area

Notes:

This application has been reported to the Planning Committee for determination, as the Officer recommendation is contrary to the recommendation of the Parish Council.

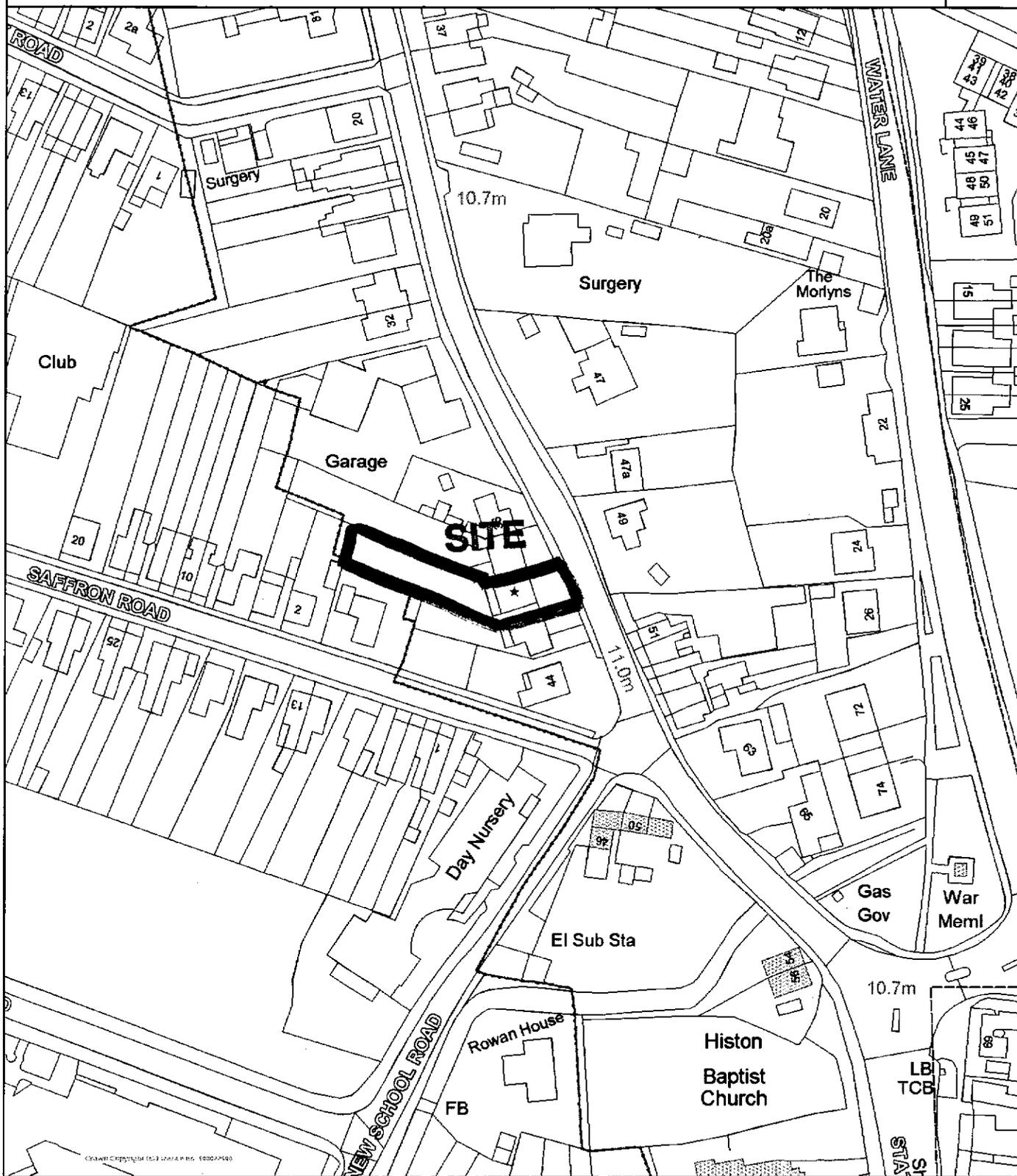
Site and Proposal

1. No.40 Station Road is a detached buff brick and slate property, comprising a dwelling and vacant shop, sited on the west side of Station Road within the village Conservation Area. To the north and south are brick and slate dwellings whilst, to the rear, the garden adjoins the rear gardens of properties fronting Saffron Road. The property is sited gable end to the road, with the entire frontage of the site tarmaced to provide three parking spaces. A lean-to garage is attached to the south side of the property, infilling the gap between No.40 and No.42 to the south. The northern part of the ground floor comprises a shop front, with this part of the property having, until recently, been used as a hairdressers, with the remainder of the property consisting of a four-bedroom dwelling.
2. The full application, registered on 17 August 2010 proposes to alter and extend the property, and to convert the part of the ground floor previously used for retail purposes to form a single dwelling. The following alterations are proposed:
 - (a) Removal of shop front and new bay window constructed to match existing.
 - (b) Demolition of garage and replacement with single-storey side extension comprising an entrance hall, wc and utility room.
 - (c) Demolition of conservatory to rear, and revisions to ground floor fenestration.
 - (d) Blocking up of existing window and door openings in north side elevation.
 - (e) Provision of low-level timber fencing and planting to the front of the property.

Relevant Planning History

3. None

S/1245/10/F - 40 Station Road, Histon



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Scale 1/1250 Date 24/9/2010

Centre = 543959 E 263267 N

Planning Policy

4. South Cambridgeshire Local Development Framework Core Strategy adopted January 2007, allocates Histon and Impington as a Rural Centre (Policy **ST/4**).
5. South Cambridgeshire Local Development Framework Development Control Policies DPD, adopted July 2007:

DP/1 - Sustainable Development

DP/2 - Design of New Development

DP/3 - Development Criteria

DP/4 – Infrastructure and New Developments

SF/1 – Protection of Village Services and Facilities

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

SF/11 – Open Space Standards

CH/5 – Conservation Areas

TR/1 – Planning for More Sustainable Travel

TR/2 – Car and Cycle Parking Standards

6. Supplementary Planning Documents:

Development Affecting Conservation Areas – Adopted January 2009

Open Space in New Developments – Adopted January 2009

District Design Guide – Adopted March 2010.

7. **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.
8. **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.

Consultations

9. **Histon Parish Council** recommends refusal, based on:
 - (a) Concern over continued loss of retail space within this Rural Centre.
 - (b) No evidence of attempts to sell or let retail space available.
10. **The Local Highways Authority** advises that the applicant must show the dimensions for the proposed car parking spaces, which should be 2.5m x 5m, and show these dimensions on a revised plan.
11. **The Conservation Manager** states that most of the alterations proposed would constitute improvements to the property. However, the proposed material of upvc to replace wooden framed windows and doors is not appropriate for a conservation area, especially here, where the subtle variations in the design of openings are an important part of its interest. Some revisions should be made to the proposed design to protect the architectural interest of the building. The central pane of the bay's windows should have a single vertical glazing bar, and the windows should have horns, while the glazing in the upper part of the front door should be simplified. The new bay window will need polychromatic brickwork with quoins to match the existing one. This may be the intention but is not reflected in the drawing. The

recommendation is one of either conditional approval, or refusal on the grounds that the proposed material would be detrimental to the character and appearance of the Conservation Area.

12. **The Environmental Health Officer** recommends conditions to protect neighbouring properties from construction noise.

Representations

13. None

Planning Comments – Key Issues

Loss of Village Shop

14. No 40 Station Road consists of a four-bedroom dwelling and, occupying approximately half of the ground floor area, a vacant retail unit, previously used as a hairdressing salon. There is no planning history to suggest that permission was granted for the retail unit or alterations to the dwelling. However, from the information provided by the applicant, it is believed that the retail space was in operation for at least 10 years and therefore lawful in planning terms. The loss of this unit therefore needs to be considered in the determination of this application.
15. Local Development Framework Policy SF/1 seeks to protect village services and facilities and states that planning permission will be refused for proposals that would result in the loss of a village service, including village shops, where such loss would create an unacceptable reduction in the level of community or service provision in the locality. The policy states that the following matters will be considered in determining the significance of the loss:
 - (a) The established use of the premises and its existing and potential contribution to the social amenity of the local population;
 - (b) The presence of other village services and facilities which provide an alternative with convenient access by good local public transport services, or by cycling or walking; and
 - (c) The future economic viability of the use including, in appropriate cases, financial information and the results of any efforts to market the premises for a minimum of 12 months at a realistic price.
16. As stated by the Parish Council, the premises have not been marketed for 12 months, as required within the third part of the above policy. However, this is just one factor that needs to be taken into account in assessing the significance of the loss, and is not necessarily required in all cases if the proposal is otherwise deemed acceptable, taking into account the other two criteria.
17. Within the submitted Design and Access Statement, the applicant states that the previous business ceased trading in November 2009 when the owner retired. The shop has been vacant for 10 months, so it is argued that changing its use would not result in any loss of local employment. It is also pointed out that there is a hairdresser half a kilometre away, whilst Histon is also well served with a wide range of shops and services including: public houses, restaurants/takeaways, a library, petrol station with shop, two supermarkets, health/beauty therapists, a post office and a large number of other shops.

18. In addition to the above, the supporting information explains that the retail element of the property has always been ancillary to the residential use of the property, with the retail use utilising the kitchen facilities in the house and access to the house being obtained via the shop. The entire building is also in very poor condition, and considerable alterations would be required to subdivide and refurbish the property to form a separate retail unit. It is estimated such costs would amount to approximately £29,000 + VAT. The estimated rental return on the unit would be around £7000 per annum (before tax/rates etc), and the applicant argues that to retain the shop as a separate unit would be economically unviable.
19. Station Road itself is mainly residential in character, but the shops and services referred to within paragraph 15, above, are all contained within the heart of the village, within easy walking and cycling distance of the application site. The loss of a small retail unit is not therefore considered to compromise the vitality and viability of the village centre, or to be detrimental to the provision of services within the local community. As such, the proposal is considered to accord with Policy SF/1 and, in this instance, the undertaking of a 12 month marketing exercise is not considered to be necessary.

Impact on Character of the Conservation Area

20. The proposal seeks to carry out a number of alterations that would improve the appearance of the premises and enhance its contribution within the village Conservation Area. This includes: the removal of the existing unattractive shop front and its replacement with a bay window to replicate the existing bay on the southern side of the building; the removal of unsympathetic additions to the rear of the property; and the softening of the appearance of the front by replacing some of the existing parking area with planting.
21. The Conservation Manager has raised concerns regarding the use of UPVC windows and has advised that the application should either be refused or a condition attached to any consent requiring all windows and doors to be timber framed.
22. I would like to clarify that, whilst the existing shop front is timber, the windows in the bay window and at first floor level in the front elevation are all UPVC. The proposed new bay window is intended to match the existing bay, including the provision of UPVC joinery. Given that the existing property has UPVC joinery, it is considered unreasonable to require the applicants to replace the existing openings with timber joinery. The replacement of the existing shop front with a matching bay is considered, in itself, to enhance the appearance of the building, and the use of UPVC joinery to match the existing is also considered to be appropriate, since it would at least preserve the character of the Conservation Area.
23. With regard to the detailing of the alterations, the applicants confirmed, during my site visit, that the front elevation would comprise red brick quoin detailing and banding to match the detailing of the existing property. This will be ensured by condition.

Residential Amenity

24. The application proposes to replace the lean-to garage along the southern side wall with a single-storey predominantly flat-roofed brick extension. The adjacent property to the south, No.42 Station Road, has no openings in its north side elevation, whilst the proposed extension would be level with a high

single-storey extension at the rear of No.42. The development is not therefore considered to harm the amenities of occupiers of this adjacent dwelling.

Highway Safety

25. The proposal would result in the replacement of an existing parking space at the front of the property with planting/landscaping, which, as commented earlier, is considered to enhance the appearance of the site. Sufficient space would remain at the front of the property to accommodate two 2.5m wide x 5m long off-street parking spaces. The submission of an amended dimensioned plan is not therefore necessary.

Infrastructure Requirements

26. In accordance with the requirements of Policies DP/4 and SF/10, as well as the Supplementary Planning Document on Open Space, all residential developments are expected to contribute towards the off-site provision and maintenance of open space, and towards the provision of indoor community facilities. For conversion schemes, the value of the contribution is based upon the increase in the number of bedrooms, with a flat rate payable for dwellings comprising four or more bedrooms. The existing residential element of the property consists of a four-bedroom dwelling. The new dwelling would also comprise four bedrooms, and the proposal would not therefore bring forward the need for contributions towards open space or community facilities.

Recommendation

27. Approval:
1. SC1 – Full planning permission, time limit (3 years).
 2. The replacement bay window, hereby permitted, shall be constructed using polychromatic brickwork with quoins to match the existing bay window on the front elevation. (Reason – To ensure the appearance of the development is satisfactory in accordance with Policies DP/2 and CH/5 of the adopted Local Development Framework 2007.)
 3. The materials to be used for the development, hereby permitted, shall accord with the specification in the application form and approved plans, unless otherwise agreed in writing by the Local Planning Authority. (Reason – To ensure the appearance of the development is satisfactory in accordance with Policies DP/2, DP/3 and CH/5 of the adopted Local Development Framework 2007.)
 4. Sc5 – Landscaping (Rc5).
 5. Sc6 – Implementation of landscaping (Rc6).
 6. Sc12 – Boundary treatment (Rc12).
 7. During the period of construction no power operated machinery shall be operated on the premises before 08:00 hours on weekdays and 08.00 hours on Saturdays nor after 18.00 hours on weekdays and 13.00 hours on Saturdays (nor at any time on Sundays or Bank Holidays), unless otherwise previously agreed in writing by the Local Planning Authority in accordance with any agreed noise restrictions. (Reason - To minimise noise disturbance to adjoining residents in accordance with Policy NE/15 of the adopted Local Development Framework 2007.)

8. Deliveries or collections shall not take place outside the hours of 08.00-18.00 on weekdays and 08.00-13.00 on Saturdays (nor at anytime on Sundays and Bank Holidays) unless otherwise previously agreed in writing with the Local Planning Authority).
(Reason - To limit the impact of vehicle movements on residential amenities 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, adopted July 2007.
- Supplementary Planning Documents: District Design Guide; Development Affecting Conservation Areas; Open Space in New Developments.
- Circular 11/95 and 05/2005.
- Planning File Reference: S/1245/10/F.

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