

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Development and Conservation Control Committee 2nd March 2005

AUTHOR/S: Director of Development Services

S/1299/03/F - Boxworth

Amendment to Planning Permission for Erection of House and Garage Land Between Seagraves and 8 Farm Close for Hurst Holdings Ltd

Recommendation: Approval

Date for determination: Not applicable

Members will visit the site on Monday 28th February 2005.

Site and Proposal

1. The site lies on the southern fringe of the village. To the west there are new and converted buildings comprising Seagraves, which are clad in stained timber. On the frontage of Seagraves there is a 19th century single storey range with an attractive wall containing a contrasting brick string courses and pantile roof.
2. The approved main house is nearing completion. Work has not yet commenced on the approved 3-bay cart shed that is proposed to be sited forward of the house, with access from Seagraves. Between the garage position and the main road there is a small group of trees within the application site that provides some screening to the development.
3. The approved cart shed is of brick construction and pantile roof, with coloured string courses to match the adjacent single storey range. The applicant, by drawings received 6th January 2005, requests an amendment to the application by constructing a modular Finn Forest timber-framed cart shed in the same position but with shallower foundations so as not to disturb the roots of the nearby trees. The approved cart shed measures 11.5m long x 5.5m deep x 5.2m to ridge. The proposed cart shed measures 5.2m deep x 5.2m to ridge x length of either 8.4m (3-bay) or 11.1m (4-bay), as required. The proposed materials are treated timber boarding and slate roofing to match the existing house.

Planning History

4. **S/1299/03** - Erection of house and garage. Full permission granted 17th July 2003.

Planning Policy

5. Cambridgeshire and Peterborough Structure Plan 2003 **Policy P1/3** (Sustainable Design in Built Development) of the requires a high standard of design and sustainability for all new development will be required which:

Minimises the need to travel and reduces car dependency by providing:

- Managed access for the private car and other motor vehicles.

Provides a sense of place which:

- Responds to the local character of the built environment;
- Is integrated with adjoining landscapes;
- Conserves important environmental assets of the site;
- Pays attention to the detail of forms, massing, textures, colours and landscaping.

Policy P8/5 (Provision of Parking) - parking standards for all new development will be expressed as maximum standards. Lower levels may be required where means of travel other than the private car are available.

6. South Cambridgeshire Local Plan 2004

Policy SE5 (Infill-Only Villages) requires development to be sympathetic to the historic interests, character and amenity of the locality.

Policy EN5 (Trees, Woodlands and Hedgerows): the District Council will require trees, hedges and woodland and other natural features to be retained wherever possible in proposals for new development.

Policy TP1 (Planning for More Sustainable Travel) - car parking requirements will be restricted to the maximum levels set out in Appendix 7/1. (For dwellings, Appendix 7/1 gives a level of an average of 1.5 spaces per dwelling, up to a maximum of two per 3 or more bedrooms in poorly accessible areas).

Consultations

7. **Boxworth Parish Meeting:** "We reject this proposal because we feel the original design with banded brick courses and pantiles provided a sympathetic consistency with the existing long, low roadside Seagraves building, a point made by the applicant himself in his 2nd June 2003 letter... The Village Planning sub-committee feel that this banded brick and pantile detail ... formed an important part of our acceptance of this building proposal. It may indeed be 'expedient and beneficial' to the developer at this time to substitute a custom-made cart shed, but we are obliged to think of the long term future of our village environment, already noted by Conservation as having several important frontages".
8. **Trees and Landscape Officer:** comments to be reported verbally.

Representations

9. Applicant: In support of his proposal, the applicant states that the timber construction will match the detailing of the boarding on the house. This will be particularly helpful in alleviating any potential problems with foundations in close vicinity of the trees, which he is keen to protect, and will also ensure that the cart shed and house are more sympathetic to each other. For the majority of the year the cart shed will be well screened from the High Street by the trees and shrubs anyway. This solution would be 'expedient and beneficial' for him. He is willing to be guided as to which of the 3-bay and the 4-bay version is preferable to Members.
10. In a letter dated 2nd June 2003 accompanying application S/1299/03/F, the agent at that time (not the current applicant) stated, "Along the frontage the existing trees would be retained and garaging provided in the form of an open cart shed that will screen the vehicle parking from the High Street. This building incorporates the brick

banding which is a feature of the existing barn adjacent to the High Street. In our view, the proposal would complement the existing Seagraves development and complete the courtyard environment around the site entrance”.

11. A nearby resident considers the original materials for the cart shed to be far preferable to a pre-fabricated timber building, the colour of bricks helping to screen this house (nearing completion) from the highway.

Planning Comments

Appearance

12. The main issue concerns the appearance and design of the cart shed. I note that the site is significantly screened by trees on the High Street frontage, and that the external materials will match those on the main house. I consider that the revised design and appearance of the cart shed is acceptable in this locality, which does not lie within a conservation area, and that the building will comply with policies P1/3 and SE5. I consider that the smaller 3-bay cart shed would be more appropriate in the context of policies P8/5 and TP1.

Recommendation

13. Subject to no objection being received from the Trees and Landscape Officer, Members are recommended to APPROVE the amendment dated 6th January 2005 for the provision of a timber-framed three-bay cart shed on the site previously consented pursuant to planning permission S/1299/03/F.

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/1299/03/F

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