

**REPORT TO:** Planning Committee

7 March 2012

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

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**S/2518/11 - THRILOW**

**Erection of A Two Bedroom Dwelling to the Side of 63 Kingsway, Thriplow  
for Mr Gregory Horne**

**Recommendation: Conditional Approval subject to  
completion of S106 Legal Agreement**

**Date for Determination: 16 February 2011**

**This application has been reported to the Planning Committee for determination as the recommendation of refusal by Thriplow Parish Council conflicts with the officers' recommendation.**

**Site and Proposal**

1. The application site of 0.0319ha is located within the Heathfield development framework within a former military housing estate within the parish of Thriplow. The existing property is a two-storey semi-detached dwelling finished in red facing brickwork and a concrete tile roof. The adjoined property at no.61 has been extended at two-storey level to its side, which contains an integral garage. The existing property benefits from a rear private garden and has a parking area clear of the highway to its frontage. There are examples of similar extensions and subdivisions of existing dwellings within the street scene.
2. Proposals comprise a two-storey side extension to the existing dwelling and the subdivision of the plot to form a new two-bedroom dwelling with separate parking areas and private rear gardens. The proposal would provide two car parking spaces to serve the existing dwelling and one space to serve the proposed dwelling, both clear of the highway.
3. A design and access statement accompanies the application.

**Planning History**

4. Planning Application **S/2073/11** for the extension and subdivision of no.63 Kingsway to provide a two-bedroom dwelling was withdrawn.
5. Planning Application **S/0424/05/F** was approved for an extension at no.62 Kingsway.
6. Planning Application **S/0066/87/F** was approved for an extension at no.62 Kingsway.

**Policies**

7. South Cambridgeshire Local Development Framework Core Strategy 2007  
**ST/6** Group Villages
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** Development Infrastructure  
**DP/7** Development Frameworks  
**HG/1** Housing Density  
**NE/1** Energy Efficiency  
**TR/1** Planning for More Sustainable Travel  
**TR/2** Car and Cycle Parking Standards  
**SF/10** Outdoor Playspace, Informal Open Space, and New Developments

9. South Cambridgeshire Supplementary Planning Documents  
**District Design Guide**, Adopted March 2010.  
**Open Space in New Developments**, Adopted January 2009.

### Consultations

10. **Thriplow Parish Council** – Recommend refusal on the grounds that the private rear gardens would not benefit from access onto public land for the provision of bins, bikes and maintenance of the oil tanks.
11. **Local Highways Authority** – Raise no objections from a Highway safety perspective.
12. **Environmental Health** – The site is a former military land and the proposed dwelling is to be built on the site of the current oil storage tank. As a consequence a condition requiring a remediation strategy to be approved and carried out if any new contaminants are found to be present. In addition conditions should be imposed limiting the use of power-operated machinery during construction.

### Representations

13. The Heathfield Residents Association (HRA) raise the following objections to the proposal:
  - (a) The development would be out of keeping with the house types within the estate. Previous development have comprised the sub-divisions of existing dwellings;
  - (b) The proposal represents an eyesore, which would be detrimental to neighbouring properties;
  - (c) The proposal would provide insufficient car parking;
  - (d) The new property would adjoin a public green and would leave most of this in area in shade;
  - (e) The proposal indicates rear access onto the public green (owned by the management company) where no right of access is permitted and will not be permitted. If necessary the management company will fence off this area to prevent access;
  - (f) Without rear access the properties would require oil storage and bins to be located to the front of the properties, where there is little space and would represent health and safety impacts. The provision of bins to the front of the property would also be unsightly;
  - (g) The site is located on a sharp bend with limited visibility, increased car movements, would create a traffic hazard;
  - (h) The proposed flank wall would introduce an unsightly appearance to the street scene with the rear extension hindering light to the existing property;
  - (i) The development would overburden the existing overloaded infrastructure of the estate;
  - (j) Recent infill housing within the estate has hindered the work of the Parish and HRA in raising the standards of the estate;

- (k) The proposed extension would fail to comply to design guidance for impact upon habitable bedrooms.
14. Three Letters from the occupiers of nos.73, 62 & 78 Kingsway have been received outlining the following objections:
- (a) Further development adding to that, which has recently occurred will result in further parking and cramping of an estate that was designed for this level of occupation;
  - (b) Building works will cause issues for local residents and cause attrition to the HRA shared green space opposite the site;
  - (c) The works would negatively impact the aesthetics of the area reducing the light and space of this corner plot;
  - (d) The house is small and would be out of character for the area;
  - (e) The proposed parking for the existing dwelling would end up obstruct the pathway or overhanging the kerb when used by large family cars;
  - (f) The proposal requires side/rear access for each dwelling onto the shared space adjacent to the site, which the land owner would not allow.

### **Planning Comments**

15. The key issues to consider in this instance are housing provision, the public realm, adjacent open space, car parking, highway safety, the amenity of neighbouring occupiers and the adjacent open space, and infrastructure provision

### ***Housing Provision***

16. Core Strategy Policy ST/6 designates the village of Thriplow as a Group Village. This states that residential development of up to 8 units is permitted within village frameworks. The application site is located within the estate's development framework and the size of the plot indicates that the development could only accommodate a single dwelling. As a consequence the development proposal is acceptable in principle and would represent an efficient use of land that would not require the provision of affordable housing. Furthermore, the proposal would represent a small 2-bedroom dwelling, which is identified as being within short supply within the district according to the district housing survey.

### ***Public Realm, Adjacent Open Space and Car Parking***

17. The proposal would involve the erection of a two-storey side extension matching the ridge height of the existing dwelling and balancing the symmetry of the pair of semi-detached houses. Through the provision of external materials to match existing, this extension would be in keeping with the appearance of the pair of dwellings, as the adjoined dwelling at no.62 has been extended in a similar fashion. There are other examples of similar side extensions within the street scene and therefore the extension is considered to preserve the character and appearance of the street scene.
18. It is acknowledged that the site represents a corner plot with a section of amenity land immediately adjacent to it, referred to as a green by the Heathfield Residents Association. The extension proposed would increase the built form within close proximity to this open amenity land and would involve partial removal if not all of an established evergreen boundary hedgerow currently present. Notwithstanding this, it is not considered that the extent of the built form of the extension would be unduly overbearing or reduce the quality of this space, which contains no formal planting or play equipment and simply comprises a grassed verge.

19. The provision of an oil storage tank and refuse storage to the front of the existing dwelling would be visually prominent within the street scene, unless suitably mitigated. As such, the applicant has sought to locate such provision within the rear private gardens out of public view. Whilst this is considered a suitable arrangement with regard to the impact upon the public realm, it is considered that should such provision not be practical due to access issues then details of such provision could be sought by way of condition to ensure that appropriate screened and covered storage is provided. There are examples within the street scene of bins and oil tanks being sited to the front of properties. The issue of health and safety with regard to the provision of oil tanks is not a material planning consideration.
20. The vast majority of properties within Kingsway benefit from on plot car parking and there is no apparent issue with on road parking within the vicinity. The proposal shows parking for a single vehicle for the proposed dwelling and two parallel spaces for the existing dwelling to the front of the principal elevations. This represents 1.5 spaces per dwelling with the smaller property being served by a single space and is in accordance with the Council's maximum parking standards. This proposed format of parking is quite common within this section of the street and is not considered to result in a detrimental impact upon the character of the area.
21. Notwithstanding the above, to ensure that appropriate landscaping is provided as a result of the development, details will be required by way of condition to ensure suitable quality of surface materials and soft landscaping where necessary are provided.

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

22. As a consequence of the above the proposal would not result in an unacceptable impact upon highway safety. The local Highway Authority consider the development to not result in a detrimental impact upon highway safety but acknowledge the fact that the site is within private ownership and is not adopted public highway. The corner plot provides good visibility around the bend by virtue of the open green verge adjacent to the dwelling and it is not uncommon for vehicles to reverse onto or off the private road.

#### ***Residential Amenity***

23. The proposed extensions would be located to the side and rear of the existing dwelling and as no.63 is located at the end of a row, no neighbouring properties would be adversely affected as a result of the built form that would result. Notwithstanding this, the proposed rear extension would project near to the first floor window of the rear master bedroom of the existing property at no.63. The extension would be sited due west of this window and would hinder a horizontal 45-degree angle from the centre of this window. As a consequence this element of the extension would impact upon the extent of late afternoon sunlight serving this habitable room. Nevertheless, on balance this impact would be marginal in resultant harm to the level of amenity currently experienced by the occupiers of this property who are also in control of the land in question and is not therefore considered to warrant a refusal of planning permission in this instance.
24. In light of the above, it is considered that the new dwelling should have its permitted development rights removed by condition to avoid any adverse impact to the amenity of the existing dwelling by resultant extensions and alterations to the new dwelling.

#### ***Infrastructure Provision***

25. The applicant has confirmed compliance with the necessary planning obligations with regard to public open space, and community infrastructure, refuse provision and S106 monitoring. This would equate to the sum of £ £2,244.90 toward public open

space infrastructure, £378.88 toward community infrastructure, £50 toward S106 monitoring and £69.50 toward refuse provision. These contributions are to be secured by way of a S106 legal agreement, subject to the decision of the Planning Committee.

### ***Other Matters***

26. Representations from local residents have raised the extent of ownership of land shown upon the submitted site location plan and a legal right of way across the amenity land northwest of the application site. This section of land is open to public access and from the correspondence provided by the HRA it would appear that the land is public open space for the private residents of the estate. There is conflict between the HRA and the landowner over the legal rights to cross this land, which is not a material planning consideration in this instance. However, as the provision of oil and refuse storage within the current proposed position requires access over this land, it is necessary to condition the final location of oil tank and bin storage to allow for well-designed alternative locations if so required.

### ***Conclusion***

27. Having regard to applicable national and local planning policies, and having taken all relevant material considerations into account, it is considered that planning permission should be approved in this instance.

### ***Recommendation***

28. APPROVE, Subject to completion of S106 legal agreement and the following conditions

### ***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: 07.11.003.2, 07.11.002.2, 07.11.004, 07.11.001  
(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)
3. Details of the materials to be used in the construction of the external surfaces of the dwelling hereby permitted shall follow the specifications as stated in the planning application form, unless otherwise approved in writing by the Local Planning Authority.  
(Reason – To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
4. If during development contamination not previously identified is found to be present at the site then no further development, unless otherwise agreed in writing with the local planning authority, shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved to the satisfaction of the Local Planning Authority.  
(Reason - To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled

waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DP/1 of the adopted Local Development Framework 2007).

5. During the period of demolition and 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 with 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.)
6. No development shall take place until a scheme for the siting and design of the screened storage of refuse and any oil storage container has been submitted to and approved in writing by the Local Planning Authority. The screened refuse storage for the existing dwelling shall be completed before the development is occupied in accordance with the approved scheme and shall thereafter be retained.  
(Reason - To provide for the screened storage of refuse and heating oil in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
7. 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. The details shall include specification of all 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.)
8. 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 any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant 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.)
- 9.. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no development within Classes A, B and C of Part 1, and Class A of Part 2 of Schedule 2 of the Order shall take place unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf.  
(Reason - To safeguard the amenity of adjoining occupiers in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

### **Informatives**

1. During demolition and construction, there shall be no burning of bonfires or burning of waste on site except with the prior permission of the Council's Environmental Health Officer in accordance with best practice and current waste management legislation

2. Should pile driven foundations be proposed, then before works commence of statement of the method construction of these foundations shall be submitted to the Council's Environmental Health Officer so that noise and vibration can be controlled.

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

- South Cambridgeshire Development Control Policies Development Plan Document (2007)
- South Cambridgeshire Local Development Framework Supplementary Planning Documents
- LDF Adopted Core Strategy Development Plan Document (2007)

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