

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Development and Conservation Control Committee 6<sup>th</sup> April 2005  
**AUTHOR/S:** Director of Development Services

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**S/1275/04/O - Willingham**  
**Erection of Two Dwellings Following Demolition of Existing Dwelling at**  
**32 Schole Road for Mr G D Rose**

**Recommendation: Approval**  
**Date for determination: 17<sup>th</sup> August 2004**

### **Site and Proposal**

1. The application relates to an existing 2-storey Victorian cottage located close to the eastern edge of the village. Schole Road has a loose stone surface for much of its length, except in the vicinity of the junction with Rampton End. It is not provided with any pedestrian footway or street lighting. The road is also a formal bridleway, and has a width of between 5.0m and 5.5m. There are a number of modern dwellings on the south side of the road, each with extensive rear gardens.
2. This outline application, dated 10<sup>th</sup> June 2004, proposes the demolition of the existing dwelling and its single-storey outbuilding, and the erection of two replacement dwellings. The site has a width of 23m x 44m, and an area of 0.1ha. Details of siting, design, appearance, landscaping and means of access have been reserved for further condition.
3. The development represents a density of 20 dwellings per hectare.

### **Planning History**

4. There is no relevant planning history on this site.

### **Planning Policy**

Cambridgeshire and Peterborough Structure Plan 2003:

5. **Policy P1/1** (Approach to Development) - development sites involving the use of previously developed land and buildings within existing settlements should be afforded the highest priority.
6. **Policy P1/3** (Sustainable Design in Built Development) of the Cambridgeshire and Peterborough Structure Plan 2003 requires compact forms of development through the promotion of higher densities that responds to the local character of the built environment.
7. **Policy 8/1** (Sustainable Transport - Links between Land Use and Transport) - LPA's should ensure that new development provides appropriate access from the highway network that does not compromise safety.

South Cambridgeshire Local Plan 2004:

In the village inset plan, the site is shown to be inside the village framework boundary.

8. **Policy SE2** (Rural Growth Settlements) - residential development will be permitted provided that the retention of the site is not essential to the character of the village, the development would be sensitive to the character of the village and the amenity of neighbours; and the village has the necessary infrastructure capacity. Development should achieve a minimum density of 30 dwellings per hectare unless there are strong design grounds for not doing so.
9. **Policy SE8** (Village Frameworks) of the Local Plan states that there will be a general presumption in favour of residential development within the frameworks of villages.
10. **Policy SE9** (Village Edges)- development on the edge of villages should be sympathetically designed and landscaped to minimise the impact of development on the countryside.
11. **Policy HG10** (Housing Mix and Design) requires residential developments to have a mix of units making the best use of the site. The design and layout of schemes should be informed by the wider character and context of the local townscape.

### **Consultations**

12. **Willingham Parish Council:** “Unanimously resolved to recommend refusal. There are concerns about road safety due to the poor state of the road and the dangerous exit onto Rampton Road. The roadway itself is unmade. There is some doubt that the proposed development might constitute a change of use and might fall outside the village envelope”.
13. **Local Highway Authority:** Schole Road is a private unmetalled track that is not maintained by the County Council. Although no recommendation is offered, the need to take into account the additional vehicular and pedestrian traffic that would be generated by the additional dwelling is drawn to the attention of this Authority.
14. **Council’s Chief Environmental Health Officer:** No objection in principle, but recommends conditions to restrict hours of operation of power operated machinery during the construction period, and control of driven pile foundations (by informative).
15. No comments have been received from the County Footpaths Section, Ramblers Association or British Horse Society.

### **Representations**

16. The agent has advised that the existing dwelling is in need of comprehensive refurbishment.

***A letter of support for the application has been received from the occupier of 28 Schole Road, so long as the developer be asked to make up the road surface to a satisfactory standard as the track is currently unsuitable for demolition/construction traffic.***

### **Planning Comments - Key Issues**

#### ***Residential development***

17. The site lies within the village framework and is 'brownfield' land. I do not consider that there are any land-use reasons to set aside the presumption in favour of residential development in policies P1/1 and SE8. The density of development does not comply with that indicated in policies P1/3 and SE2, but I consider that this is acceptable in order to reflect the pattern of lower density frontage development on Schole Road, and to take account of the location of the development on the edge of the village in compliance with policies P1/3, SE2, and SE9. All detailed matters are reserved for later approval.

#### **Schole Road**

18. The surface of Schole Road is unmade for much of its length. This is a matter of concern when considering further use of it by additional development. The application site is located some 130 metres from the metalled junction with Rampton End. There are 8 other dwellings to the west of the site towards Rampton End, and to the east there are 5 other dwellings and 2 mobile home sites having approximately 5 units (plus one unauthorised site). There are also several field accesses that generate traffic movements. In the context of the existing uses, the proposed development represents a 5% increase in the number of dwellings on the unmetalled section of Schole Road. The County Council assesses that an additional dwelling unit will generate 6 trips a day. I do not consider that this moderate increase in the use of Schole Road is so adverse as to justify a refusal of planning permission or that the proposal fails to comply with policy P8/1. I recommend that the applicant be required to indicate measures to be taken to protect Schole Road from damage from heavy vehicles during the demolition/construction period. I note that the Parish Council is also concerned about the increased use of the junction with Rampton End, but this concern is not supported by the Highway Authority and, in view of the moderate likely increase in traffic movements, I do not consider that this is a justifiable ground for refusal of planning permission.
19. I do not consider that the proposed development will unduly affect the amenity or safety of users of the bridleway.

#### **Recommendation**

20. Approval, subject to the following conditions:
1. Standard Condition B - Time limited permission (Reason B).
  2. SC1 - Reserved matters - siting, design, external appearance, means of access and landscaping (Rc1).
  3. Sc52 - Implementation of landscaping (Rc52).
  4. Sc60 - Details of boundary treatment (Rc60).
  5. Sc26- Restriction of hours of use of power operated machinery during the construction period.(Rc26).
  6. Surface water drainage details (Reason - To ensure a satisfactory method of surface water drainage).
  7. Foul water drainage details (Reason - To ensure a satisfactory method of foul water drainage).

8. Before the use is commenced, the access from the existing highway shall be laid out and constructed to the satisfaction of the Local Planning Authority in consultation with the Local Highway Authority. (Reason - In the interests of highway safety).
9. An adequate space shall be provided within the site to enable vehicles to park clear of the public highway. (Reason - In the interests of highway safety).
10. The permanent space to be reserved on the site for parking shall be provided before the use commences and thereafter maintained. (Reason - In the interests of highway safety).

Before development or demolition commences a scheme shall be submitted to and approved in writing by the Local Planning Authority of means to secure the protection of the surface of Schole Road from damage by heavy vehicles coming to the site during the demolition and construction period. The scheme shall be carried out prior to the commencement of demolition and/or construction or at such time as shall have been specified in the approved scheme. (Reason - In the interests of highway safety).

## **Informatives**

### **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 P1/1 (Approach to Development)  
 Policy P1/3 (Sustainable Design in Built Development)  
 Policy 8/1 (Sustainable Transport - Links between Land Use and Transport)
  - **South Cambridgeshire Local Plan 2004:**  
 Policy SE2 (Rural Growth Settlements)  
 Policy SE8 (Village Frameworks)  
 Policy SE9 (Village Edges)  
 Policy HG10 (Housing Mix and Design)
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 disturbance and overlooking issues
  - Highway safety
  - Visual impact on the locality

## **General**

Statement of the method for construction of driven pile foundations to be submitted and agreed by the District Environmental Health Officer.

**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/1275/04/O

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