

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

2 October 2013

AUTHOR/S: Planning and New Communities Director

S/1375/13/FL – SWAVESEY
Variation of condition 2 of S/1938/12/FL - revised design and layout to new dwelling for Mr F De Simone

Recommendation: Approval

Date for Determination: 14 September 2013

This Application has been reported to the Planning Committee for determination because the recommendation of the Parish Council conflicts with the recommendation of officers.

Members will visit the site on 1 October 2013

To be presented to the Committee by Andrew Winter

Site and Proposal

1. The application site lies within the designated Swavesey village framework. It is currently fenced off from the street and is surrounded by neighbours to the north, east and west.
2. The application, validated on 20 July 2013, seeks the erection of a dwelling on the site with a reduced width from that previously approved under S/1938/12/FL to allow for an access passage to the east of the site. The ridge height of the dwelling is raised from 7.3m to 7.9m.

Site History

3. Outline application S/1578/07/O granted consent for a single dwelling on the site, with layout and access agreed. The subsequent reserved matters application S/1753/11 was refused due to its impact upon the street scene and landscape detailing.
4. Application S/1938/12/FL was granted full planning permission for a single dwelling.

Planning Policy

5. The **National Planning Policy Framework (NPPF)** promotes a presumption in favour of sustainable development having regard to the soundness of the development plan and the policies therein.

Local Development Core Strategy 2007:

6. Policy ST/6 Group Villages

South Cambridgeshire Local Development Framework Development Control Policies 2007:

7. **DP/1** Sustainable Development
DP/2 Design of New Development
DP/3 Development Criteria
DP/4 Infrastructure and New Developments
DP/7 Development Frameworks
HG/1 Housing Density
NE/1 Energy Efficiency
NE/15 Noise Pollution
SF/10 Outdoor Play Space, Informal Open Space and New Developments
SF/11 Open Space Standards
TR/2 Car and Cycle Parking Standards

South Cambridgeshire LDF Supplementary Planning Documents (SPD):

8. District Design Guide SPD – adopted March 2010
Open Space in New Developments SPD – adopted January 2009
9. **Proposed Submission Local Plan (July 2013)**
S/7 Development Frameworks
S/9 Minor Rural Centres
H/7 Housing Density
H/11 Residential Space Standards
SC/7 Outdoor Playspace, Informal Open Space, and New Developments
SC/8 Open Space Standards
TI/2 Planning for Sustainable Travel
TI/3 Parking Provision
9. **Circular 11/95 (The Use of Conditions in Planning Permissions)** advises that planning conditions should be necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects.

Consultation by South Cambridgeshire District Council as Local Planning Authority

10. **Swavesey Parish Council** – Recommends refusal “Swavesey Parish Council objects to this application on the grounds that the change of design of the dwelling will reduce the available off-site parking provision from 2 vehicles to 1 vehicle. The Council believes that on-road parking is an issue in this part of School Lane with many cars already parking in front of the terraced housing either side of the application site, which is also close to the junction with Priory Avenue.
11. **Local Highway Authority** – Recommends approval subject to conditions regarding: visibility splays, access surface water drainage and unbound material.

Representations by Members of the Public

12. None

Material Planning Considerations

13. The main issues to consider in this application are:

- street scene
- residential amenity
- parking and highway safety
- infrastructure contributions

Street Scene

14. The plot is relatively narrow and therefore the design of the property is crucial in providing an appropriate development. The proposed dwelling should sit comfortably between 36a and 38 School Lane, which are of contrasting heights, with 38 School Lane also set back from the road. The previously refused reserved matters application had a ridge height of 9.4m. This application has reduced the roof ridge to 7.9m in height. Whilst it remains taller than both neighbouring properties the difference of approximately 0.4m above 38 School Lane is considered to be marginal. The height differential with No.36a is curtailed by the neighbour being set hard against the footpath, whereas the proposed unit would be set back 5.4m from the frontage.
15. The revised dwelling is noticeably narrower and taller than the previous approved dwelling. As a result, the proposal would appear less cramped within the plot and despite its marginal height increase the overall design is considered to be compatible with the street scene.

Residential Impact

16. **36a School Lane** is located to the east of the site and there is a pedestrian access to the side of this terraced dwelling. There is a sitting-out area to the rear of this property and the two-storey rear element of the new dwelling would extend beyond this, although it would be set further away from the shared side boundary than the previous approved dwelling. Given the layout of the site, the proposal would avoid any significant overbearing impact, and the orientation would ensure no serious loss of light, emphasised by the existing location of the two-storey property of 38 School Lane. The low height of the proposed single storey dining room close to the boundary ensures this aspect would not lead to any serious harm.
17. The plan submitted with the application shows a 45-degree line from the first floor rear facing window of 36a School Lane. The two-storey bulk of the development would be viewed 12m from this window resulting in little or no overbearing impact.
18. The proposed first floor window and dormer window in the north-east elevation of the dwelling would overlook the immediate neighbour at 36a and therefore a condition is recommended to ensure that these windows are fixed and obscure glazed.

19. **38 School Lane** has a single first floor window in its facing side elevation. This window is obscure glazed and therefore the outlook of the window would not be materially affected by the proximity of the proposed dwelling. There is a glazed door at ground floor level and, whilst the dwelling would be visible from this, the secondary nature of the opening will ensure the impact upon the room would not be serious enough to warrant refusal of the application.
20. The two-storey bulk of the proposal ends directly in line with the rear of 38 School Lane. The element that extends beyond this point is single storey and measures only 2.5m. Its low height and small length will ensure no harm to the occupiers of 38 School Lane.
21. Previous comments from the Council's Environmental Services in application S/1938/12/FL are noted with regard to noise disturbance and a condition is agreed to restrict the timing of use of power operated machinery. Foundation details and advice regarding bonfires and burning of waste can be added as informatives.

Parking and Highway Safety

22. The revised layout plan shows a reduction in parking from 2 spaces to 1 compared to the previous approval. Practically, the space for the second car in application S/1938/12/FL would have been very tight if used interdependently but, notwithstanding this, the Parish has raised concern with the prospect of further on-street parking along School Lane.
23. On-street parking along School Lane and within the vicinity of the application site is unrestricted. There is potential that occupiers of the development will have more than one car and will have to park on-street. Whilst there are nearby T-junctions, the long length of unrestricted parking along School Lane gives users opportunity to park in a convenient and safe location. Existing on-street parking does take place but as the proposal represents a single dwelling the increased demand in on-street parking is not considered to be significant in this development alone.
24. The Council's parking standards (Policy TR/2) present a *maximum* parking standard of 1.5 spaces per dwelling and whilst 2 on-site spaces would be desirable in this instance the provision of a single space is not considered to amount to serious highway safety concern that would justify the withholding of planning permission. The lack of objection from the Local Highway Authority supports this view.

Infrastructure Contributions

25. The new development would put extra demand on community infrastructure and community open space in Swavesey and the applicant has confirmed that a contribution towards these elements, and refuse bins, in accordance with Policies DP/4 and SF/10, can be secured via a Section 106 agreement.

Other Matters

26. Land contamination was previously considered in application S/1938/12/FL and the Council's Scientific Officer advised that the site was previously remediated and a condition should be attached to any consent to ensure that if any contamination (not previously identified) is found during the

development then a further remediation strategy shall be agreed. This condition is agreed.

Recommendation

27. Approval, subject to the prior completion of a S106 agreement and the following conditions:
- a) Approved plans
 - b) Surface water drainage
 - c) Land contamination
 - d) Fixed and obscurely glazed windows at and above first floor level in the north-east elevation and no further openings to this elevation
 - e) Hours of power operated machinery
 - f) Restriction on permitted development rights allowing rear extensions

Informatives recommend in relation to foundation details, bonfires and burning of waste.

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

- Local Development Framework Development Control Policies DPDs and Supplementary Planning Documents.
- National Planning Policy Framework

Contact Officer: Andrew Winter - Planning Officer
01954 713082