

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

2 September 2015

AUTHOR/S: Planning and New Communities Director

Application Number: S/1170/15/FL

Parish(es): Cambourne

Proposal: Replacement of Mobile Home with a pair of semi-detached dwellings (re-submission)

Site address: 6 Garstones, Cambourne, CB23 5HZ

Applicant(s): Mr Thomas Pateman

Recommendation: Delegated Approval

Key material considerations: Principle of development
Residential amenity
Character of the surrounding area
Highway safety and parking

Committee Site Visit: Yes

Departure Application: Yes

Presenting Officer: Rebecca Ward

Application brought to Committee because: **Deferred at August planning committee.**
The view of Cambourne Parish Council conflicts with the Officer's recommendation of approval.

Date by which decision due: 2 July 2015

Planning History

1. S/6321/05/FL –Removal of existing mobile homes and retention of stationing of replacement residential mobile home, oil tank and storage shed on reduced site area. Approved 18th July 2006.
2. PRE/0458/12 – Dwelling to replace mobile home – One single-storey dwelling could be supported
3. S/2045/14/FL – Replacement of mobile home for a pair of semi-detached dwellings – Refused due to lack of amenity space.

Planning Policies

4. **National**
National Planning Policy Framework (NPPF)
National Planning Policy Guidance (NPPG)
5. **Local Development Core Strategy 2007:**
ST/4 Rural Centres
6. **South Cambridgeshire LDF Development Control Policies DPD, 2007:**
DP/1 Sustainable Development
DP/2 Design of New Development
DP/3 Design Criteria
DP/4 Infrastructure and New Developments
DP/7 Development Frameworks
HG/7 Replacement Dwellings in the Countryside
SF/10 Outdoor Playspace, Informal Open Space and New Developments
SF/11 Outdoor Space Standards
NE/1 Energy Efficiency
NE/6 Biodiversity
NE/15 Noise and Pollution
TR/2 Car and Cycle Parking Standards
7. **South Cambridgeshire LDF Supplementary Planning Documents (SPD):**
Trees and Development Sites SPD – adopted 2009
District Design Guide SPD – adopted 2010
8. **Proposed Submission Local Plan**
S/1 Vision
S/2 Objectives of the Local Plan
S/3 Presumption in favour of sustainable development
S/8 Rural Centres
HQ/1 Design Principles
NH/4 Biodiversity
H/7 Housing Density
H/11 Residential space standards for market housing
TI/2 Planning for sustainable travel
TI/3 Parking provision
SC/7 Outdoor play space, informal open space and new development
SC/8 Open space standards

Consultations

9. **Cambourne Parish Council** – object to the proposal for the following reasons: It was noted that the planning committee recommended the original application for approval but that South Cambridgeshire District Council had refused the application on the lack of garden amenity. Concerns were raised regarding the lack of details on the vehicular access and parking provision. Parking should only be within the curtilage and no parking should take place on the road or access so as not to impede access to the Trailer Park. It was also noted that the footprint of the building on the block plan was incorrect and it was not showing the correct size building on the drawing of the proposed buildings. Concerns were raised that a single dwelling should not be replaced by two dwellings on such a constrained site.

10. **Highway Authority** – no objection subject to conditions relating to the management of traffic and the storage of materials during the construction process.

Representations

11. No objections received

Site and Proposal

12. The proposal seeks full planning permission to replace a mobile home with a pair of 2 bedroom semi-detached dwellings. The proposal includes the formation of two vehicular access points. The application has been amended as the dimensions of the size of the private garden amenity areas were not stipulated on the plans. The elevation/floor plans (5158-PL01b) were also amended on the 7 July 2015 as they did not accord with the submitted block plan (5158-Site).
13. The proposed dwellings will be one and a half storeys and are to be constructed using brick and tiles to match the adjacent properties.
14. The site is located outside but adjacent the designated village framework of Cambourne. The framework boundary runs across the front of the site. The site is on the edge of the existing village, adjacent the Trailer Park.

Planning Comments

15. The application was deferred at the previous planning committee following comments from the Parish Council. This was in regards to the ownership of the piece of land to the front to the site and the requirement for a site visit to be undertaken.
16. The agent/applicant has since amended the documents; Ownership Certificate B has been signed to demonstrate the relevant notice has been served to the current owners and the location plan has been amended to extend the red-line over this piece of land. Officers have sent this out for a 21 day consultation period. If any comments are received during this period updates will be provided to the Planning Committee at the meeting on 2 September 2015. The application cannot be determined until the 21 day consultation has ended and as such officers ask this is done under delegated powers after the committee meeting.
17. The main issue to consider in this instance is whether the development represents sustainable development with regard to its potential impact upon residential and visual amenity, design scale and layout and impact on highway safety.

Principle of Development

18. The site is located outside, but immediately adjacent to the designated village framework of Cambourne. For this reason the proposal conflicts with the principle of local plan policies ST/4 of the Core Strategy and DP/1 and DP/7 of the Development Control Policies
19. However Paragraphs 47 and 49 of the National Planning Policy Framework state that where a planning authority does not have an up to date five year housing supply, the relevant local policies for the supply of housing should not be considered up-to-date and that housing applications should be considered in the context of the presumption in favour of sustainable development. The Council does not currently have an up to

date 5 year housing supply and therefore the above mentioned policies are considered out of date and the proposal should be assessed against the policies contained within the NPPF.

20. In terms of the economic role and social role, it is acknowledged that the proposed dwellings would have a positive economic and a good degree of social benefit. The site is adjacent the village framework for Cambourne which is identified as a Rural Centre and therefore is in a sustainable location with good access to services and facilities. It is considered the proposal satisfies the economic and social role.
21. In terms of the environmental role, the site is well related to the existing pattern of development and is immediately adjacent the village framework. Although the existing residential development is on the other side of Garstones the site is brownfield land and not in open countryside. It is adjacent a large Trailer Park and there are storage buildings to the rear of the site. The replacement of the mobile home with a suitable designed permanent dwelling would visually enhance the character of the area.

Character of the surrounding area

22. The proposal is for a pair of semi-detached dwellings of 1½ storeys to be constructed using bricks and tiles to match surrounding development. The scale of the building exceeds the advice given at pre-application stage for just a single dwelling, but with an eaves height of 3.7 metres and a ridge height of 6.5 metres the resulting building is of simple design and still relatively modest in scale and size. The use of dormers is not an alien feature in the street scene locally and overall the form and scale of the building is not considered so harmful as to warrant refusal.
23. The specific materials have not been specified and no details have been provided in respect of the boundary treatment to the front of the proposed properties. Conditions could be imposed requiring such details to be agreed to ensure the development is assimilated well into the street scene.
24. The submitted scheme makes provision for each dwelling to have a rear private garden amenity area. Unit 1 will have a garden area of 54m² and unit 2 will have an amenity area of 45m². Officers have checked the dimensions on the submitted plans that have been re-submitted. Paragraphs 6.70 – 6.75 of the adopted Design Guide attaches importance to the need for effective private garden and amenity space. It advocates that two-bedroom residential units should ideally be provided with a private garden space of 40 sq m in urban settings and 50 sq m in rural settings. Both proposed garden areas would meet the requirements of this guidance document. Officers are now satisfied the scheme meet the policy requirements of DP/3 as to remove the original reason for refusing the scheme.
25. There is a sufficient degree of separation between the proposed and existing properties to protect the privacy of the proposed and existing residents.

Highway safety and parking

26. The proposal provides for a new access and parking space for each dwelling. Cambourne is recognised as a sustainable location because it has a number of shops and community facilities which are accessible on foot and there are also good public transport services which are described as being of high quality. Policy TR/2 of the South Cambridgeshire Development Control Policies (DCP) (2007) requires the

provision of car parking spaces in accordance with the maximum standards, which require an average of 1.5 spaces per dwelling.

27. Policy TR/2 also states that in some locations, such as those with good accessibility to facilities and services and served by high quality public transport the Council will seek to reduce the amount of car parking provided. This indicates that a lower level of parking provision than the maximum standard would be applicable in this case in order to encourage the use of sustainable modes of transport. The good level of accessibility by bicycle and the fact that the dwellings are relatively small in size with only two bedrooms per unit reinforces this point. However this must be balanced against highway safety considerations.
28. The proposals site is accessed via New Hall Lane which is a dual aspect road. Whilst on site it was evident that current occupiers of the houses in the area park on-street without obstructing or interfering with the public highway. The Local Highway Authority has raised no objection to the proposal subject to conditions requiring a traffic management plan to be agreed in respect of vehicular movements/ deliveries during construction and control of mud and debris on the highway. A condition could be imposed to ensure the proposed parking is maintained in perpetuity could be applied to the decision notice.
29. For the reasons officers consider the proposal would not be prejudicial to highway safety. It would accord with policy TR/2 of the DCP and with policy DP/3.1(c) which requires car parking provision to be kept to a minimum.

S106 Contributions

30. Development Plan policies state that planning permission will only be granted for proposals that have made suitable arrangements towards the provision of infrastructure necessary to make the scheme acceptable in planning terms. Contributions towards open space, sport and recreation facilities, indoor community facilities and waste receptacles have been identified. Such provision cannot be made on site and can therefore only be provided by way of financial contributions.
31. National Planning Practice Guidance seeks to remove the disproportionate burden of developer contributions on small scale developers. It advises that tariff style contributions should not be sought for sites of 10 units or less, and which have a maximum combined gross floor space of 1000 square metres. The development falls within this threshold.
32. The Guidance is a material consideration and the benefits of the development are considered to outweigh the need to make suitable arrangements for the provision of infrastructure. No request for such provision is therefore sought.

Conclusion

33. Paragraph 14 of the NPPF explains that the presumption in favour of sustainable development means granting permission unless any adverse impacts would significantly and demonstrably outweigh the benefits, or policies in the NPPF indicate that development should be resisted.
34. In this instance, the development is considered to be compatible with the local area and acceptable in highway safety terms. On this basis, there are no adverse impacts that would significantly or demonstrably outweigh the benefits of the proposal. Accordingly, the development is recommended for approval.

Recommendation

Delegated approval subject to the expiration of the 21 day consultation period and subject to the following:

Conditions

- a) 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.)
- b) The development hereby permitted shall be carried out in accordance with the following approved plans: 5158-Site, 5158-PL01b
(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)
- c) No development shall take place until details of the materials to be used in the construction of the external surfaces of the buildings hereby permitted have been submitted to and approved in writing by the Local Planning Authority.
Development shall be carried out in accordance with the approved details.
(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
- d) No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the dwelling is occupied in accordance with the approved details and shall thereafter be retained.
(Reason - To ensure that the appearance of the site does not detract from the character of the area in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
- e) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no development within Classes A & E of Part 1 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 - In the interests of providing adequate amenity space in accordance with Policies DP/3 of the adopted Local Development Framework 2007.)
- f) No development shall take place until a traffic management plan has been submitted to and approved in writing by the Local Planning Authority to address the following areas of concern:
 - i) Movements and control of muck away from lorries (all loading and unloading should be undertaken off the adopted public highway)
 - ii) Contractor parking, for both phases all such parking should be within the curtilage of the site and not on the street.
 - iii) Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway)

- iv) Control of dust, mud and debris (please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway) (Reason - In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
- g) 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.)

Informatives

- h) The granting of planning permission does not constitute a permission or licence to a developer to carry out any works within, disturbance of, or interference with, the Public Highway, and that a separate permission must be sought from the Highway Authority for such works.

Background Papers

Where [the Local Authorities \(Executive Arrangements\) \(Meetings and Access to Information\) \(England\) Regulations 2012](#) require documents to be open to inspection by members of the public, they must be available for inspection: -

- (a) at all reasonable hours at the offices of South Cambridgeshire District Council;
- (b) on the Council's website; and
- (c) in the case of documents to be available for inspection pursuant to regulation 15, on payment of a reasonable fee required by the Council by the person seeking to inspect the documents at the offices of South Cambridgeshire District Council.

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- South Cambridgeshire Local Development Framework Core Strategy DPD 2007
- South Cambridgeshire Local Development Framework Development Control Policies DPD 2007
- South Cambridgeshire Local Development Framework Supplementary Planning Documents
- Proposed Local Plan
- National Planning Policy Framework 2012

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