

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Development and Conservation Control Committee
AUTHOR/S: Director of Development Services

6th July 2005

S/1049/05/F - Girton
Erection of Two Chalet Bungalows at Land Rear of 2 Girton Road, Girton
for Juxta Properties

Recommendation: Delegated Approval
Date for Determination: 22nd July 2005

Site and Proposal

1. The site is an area of garden land measuring 0.185 hectares (0.457 acres) to the rear of a multi-occupancy dwelling and is located close to the junction of Girton Road with Huntingdon Road. The house has an existing crossover at the eastern end of the frontage. The garden contains a number of mature trees and is bounded by residential properties on all sides.
2. This full planning application, received 27th May, proposes the erection of two chalet bungalows with integral garages at a density of 10.81 dwellings per hectare (dph). A driveway will be constructed along the eastern boundary with 4 Girton Road. A bin store will be sited off the drive, adjacent to the existing house, 6 metres back from the pavement.

Planning History

3. Planning application **S/0352/05/F** for two houses and garages was withdrawn. The current planning application amends the layout and design of this previous application, following responses from consultees and the Officer in respect of trees, access, bin storage and design of the dwellings.

Planning Policy

4. **Policy P1/3 'Sustainable Design in Built Development'** of the Cambridgeshire and Peterborough Structure Plan 2003 ("Structure Plan") states that a high standard of design and sustainability should be adopted for all new forms of development, responding to the local character of the built environment.
5. **Policy P5/3 'Density'** of the Structure Plan sets out density standards for housing development. It states that densities of less than 30 dwellings per hectare will not be acceptable and the need to maximise the use of land by applying the highest densities possible and which are compatible with local character.
6. Structure Plan policy **P5/5 'Homes in Rural Areas'** permits small-scale housing developments in villages, where appropriate, taking into account three criteria which include affordable housing need, character of the village and setting, and the level of jobs, services, infrastructure and passenger transport in the immediate area.

7. Policy **SE3 'List of Limited Rural Growth Villages'** of the South Cambridgeshire Local Plan, adopted 2004 ("Local Plan") identifies Girton as a Limited Rural Growth Settlement and sets out the criteria against which residential development will be assessed. Residential developments of up to a maximum scheme size of thirty dwellings, will be permitted within the framework provided that the retention of the site in its present form is not essential to the character of the village, the development would be sensitive to the character of the village, local features of landscape or ecological importance, and the amenities of neighbours; the village has the necessary infrastructure capacity; and residential development would not conflict with another policy of the Plan, particularly policy EM8. Development should provide an appropriate mix of dwellings in terms of size, type and affordability and should achieve a minimum density of 30 dph unless there are strong design grounds for not doing so.
8. Policy **HG10 'Housing Mix and Design'** of the Local Plan requires residential developments to include a mix of units in terms of type, size, and affordability, making best use of land and for the design and layout of schemes to be informed by the wider character and context of the local townscape and landscape.
9. Policy **HG11 'Backland Development'** of the Local Plan only permits development to the rear of existing properties when it would not 1) result in overbearing, overlooking or overshadowing of existing properties 2) result in noise and disturbance to existing residential properties through the use of its access, 3) result in highway dangers through use of its access or 4) be out of character with the pattern of development in the vicinity.

Consultations

10. **Girton Parish Council** recommends refusal of the application on grounds of poor visibility on exiting the narrow driveway and inadequate visibility splays for pedestrians and cyclists. It comments that the access should not serve more than two dwellings due to the proximity to the junction with Huntingdon Road.
11. **The Trees and Landscape Officer** comments that the proposal is acceptable. It is recommended that conditions be placed requiring a no dig method of construction for the driveway in the vicinity of the Yew and for protective fencing during development.
12. **County Archaeology Office** recommends a negative planning condition requiring a programme of archaeological investigation before works start on site, as the site is located near to the Roman road linking Cambridge and Godmanchester, with a series of crop marks to the immediate south of the site indicating the presence of enclosures and linear features (possibly field systems and trackways) of probable late prehistoric and Roman date. A possible Roman barrow and a Saxon cremation cemetery are also known to survive in the vicinity, the latter lying in the grounds of Girton College.
13. **The Chief Environmental Health Officer** recommends conditions limiting the hours for use of power operated machinery during construction and an informative relating to pile foundations.
14. **The Recycling and Waste Minimisation Officer** has commented that the Council would not take an RCV down this private drive to collect the wheeled bins. The turn from Girton Road is too close to Huntingdon Road for this manoeuvre to be carried out safely. The turning radii into the drive would also need to be increased to 6 metres (adoptable standard), which may not be acceptable.

If people kept their wheeled bins at the houses the distance from the house to the road, from where the bins would be collected is in excess of the 30 metre guideline (however, there are many such properties where this recommended distance is exceeded). If a bin store for the 2 houses is constructed as shown it is further than the recommended 25 metres distance for people to carry waste from their house (but this is also only a recommendation). If it is constructed it would need to accommodate 6 x 240 litre wheeled bins. If placed side by side a storage area 3.6 metres wide would be required.

We recognise that in certain circumstances like this development the distance guidelines will be exceeded. They are provided for general guidance only. When the wheeled bin scheme was introduced many properties that were remote from the road and inaccessible to RCVs remained on a weekly sack based collection system. The policy of the Council was that ALL new properties, whatever their layout or circumstances, would have wheeled bins, no new properties will go on the sack based collection system.

Representations

15. No representations have been received at the time of writing this report. The consultation period expires on 22nd June 2005. Any comments received will be reported verbally to the Committee.

Planning Comments - Key Issues

16. The key issues in relation this application are access, density and residential amenities.

Access

17. The access proposed will be 5 metres wide for a distance of 15 metres back from the pavement. Pedestrian visibility splays of 2 metres by 2 metres can be provided. Visibility of 2.5 metres by 45 metres to the north can be achieved. Highways Officers have advised informally in pre-application discussions that this level of access provision is acceptable for the number of dwellings to be served.

Density

18. The proposed density is below the minimum required of 30 dph. However due to the proximity of the access to Huntingdon Road and built layout of the area, a lower density is considered reasonable. Also the applicant has in this submission reduced the scale and height of the dwellings in order to ensure they assimilate into the area better.

Residential amenities

19. The proposed dwellings are sited in such a way as to avoid significant impacts on residential amenities of the neighbouring properties. A front-to-back distance with the existing house on the site of at least 30 metres will be achieved. Distances of at least 28 metres front-to-back between plot 1 and the house at no. 4. is achieved. The dwellings are orientated in order to avoid loss of light and overlooking of dwellings and private gardens. The access will not run the full length of the garden to no. 4, thereby avoiding undue impact on the enjoyment of the garden.

Recommendation

20. In order to seek amendments to the car parking and bin store, delegated approval is recommended, subject to the following conditions:
1. Standard Condition A - Time limited permission (Reason A);
 2. Sc5a - Details of materials for external walls and roofs (Rc5a(ii));
 3. Sc5d - Refuse storage accommodation (Rc5d);
 4. Sc5f - Details of materials to be used for hard surfaced areas within the site including roads, driveways and car parking areas (Reason - To minimise disturbance to adjoining residents);
 5. 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 after consultation with the Local Highway Authority (Reason: In the interests of Highway safety);
 6. The permanent space to be reserved on the site for:
 - a) turning
 - b) parking
 - c) loading and unloadingshall be provided before the use commences and thereafter maintained (Reason: In the interests of Highway safety);
 7. The visibility splays at the junction of the access road with the public highway shall be provided before the commencement of the development (Reason: In the interests of Highway safety);
 8. Visibility splays shall be provided on both sides of the access and shall be maintained free from any obstruction over a height of 600mm within a area of 2.0 metres x 2.0 metres measured from and along respectively the highway boundary before the use of either dwelling, hereby approved, commences (Reason: In the interests of Highway safety);
 9. Sc51 - Landscaping (Rc51);
 10. Sc52 - Implementation of landscaping (Rc52);
 11. Sc56 - Protection of trees during construction (Rc56);
 12. Sc60 - Details of boundary treatment (Rc60);
 13. The driveway to plot 1 shall be constructed using a 'no dig' method (APN1). Reason: To protect roots of the adjacent yew tree.
 14. Sc66 - Archaeology (Rc66);
 15. During the period of construction no power operated machinery shall be operated on the premises before 08.00 hours on weekdays and 08.00 hours on Saturdays nor after 18.00 hours on weekdays and 13.00 hours on Saturdays (nor at any time on Sundays or Bank Holidays) unless otherwise previously agreed in writing with the local Planning Authority in accordance with any agreed noise restrictions. (Reason - To minimise noise and disturbance to nearby residential dwellings).

Informatives

1. Should driven pile foundations be proposed, then before works commence, a statement of the method for construction of these foundations shall be submitted and agreed by the District Environmental Health Officer so that noise and vibration can be controlled.

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:**

P1/3 (Sustainable design in built development) and **P5/5** (Homes in Rural Areas);

- **South Cambridgeshire Local Plan 2004:**
SE3 (List of Limited Rural Growth Villages), **HG10** (Housing Mix and Design) and **HG11** (Backland Development).

2. The development is not considered to be significantly detrimental to the following material planning considerations which have been raised during the consultation exercise:

- Highway safety
- Trees
- Archaeology
- Refuse storage
- Residential amenity

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/1049/05/F and S/0352/05/F

Contact Officer: Melissa Reynolds - Senior Planning Assistant
Telephone: (01954) 713237