

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Development and Conservation Control Committee 2nd November 2005
AUTHOR/S: Director of Development Services

S/1839/05/F – Great Abington
Bungalow on land adjacent to 5 Pampisford Road for Estate of Mr K W Way

Recommendation: Approval
Date for Determination: 22nd November 2005

Site and Proposal

1. The site, which measures approximately 0.03 hectares/0.08 acres, is on the corner of High Street and Pampisford Road and forms part of the side garden of 5 Pampisford Road, a detached red brick and concrete tile bungalow. The site rises to the north and is bounded by No. 5 Pampisford Road to the east, Pampisford Road to the south, High Street to the west and 165 High Street, a detached bungalow set-down below the level of the application site and with a secondary living room window in its side elevation facing the site, to the north. There is a boarded fence over a dwarf wall (total height of 1.5-1.6 metres) along the site's road frontages. There is an existing access onto High Street as well as one onto Pampisford Road from the site. There is a willow and maple tree on the north and southwest boundaries respectively.
2. This full application, registered on the 27th September 2005, proposes the erection of a 4.2 metre high two-bedroom brick and tile detached bungalow. Two parking spaces and on-site turning is shown on the plans accessed from the existing access on to High Street. The existing access and garage to the side/east of No.5 would continue to serve No.5. The existing patio doors in the west elevation of No.5 would be blocked up. The density equates to 33 dwellings to the hectare.

Planning History

3. Planning permission was granted for extensions, extension, a boundary fence and a porch at 5 Pampisford Road under references **SC/0662/69/D**, **SC/0534/72/F**, **S/0795/78/F** and **S/1383/84/F** respectively.
4. Planning permission for a bungalow as now proposed, albeit with only one parking space shown and no on-site turning, was refused in August of this year under reference **S/1324/05/F** for the following reason:

“The application fails to demonstrate that adequate provision for the parking of two cars and turning can be provided within the site. Unless on-site parking for two cars and turning can be provided, the manoeuvring of vehicles likely to be generated by the proposed development would have an adverse effect on the safety and free flow of traffic on the adjoining public highway.”

Planning Policy

5. The site is within the Great Abington village framework within which Local Plan 2004 **Policy SE4** states that residential development up to a maximum scheme size of 8 dwellings (and, exceptionally, up to 15 dwellings if this would make the best use of a brownfield site) will be permitted provided that (a) the retention of the site in its present form is not essential to the character of the village; (b) the development would be sensitive to the character of the village, local features of landscape or ecological importance, and the amenities of neighbours; (c) the village has the necessary infrastructure capacity; and (d) residential development would not conflict with another policy of the Plan, particularly policy EM8 which relates to the loss of employment sites. It also states that all developments should provide an appropriate mix of dwelling size, type and affordability.
6. Local Plan 2004 **Policy HG10** states that residential developments will be required to make the best use of the site and promote a sense of community which reflects local needs. It also states that the design and layout of schemes should be informed by the wider character and context of the local townscape and landscape. Schemes should also achieve high quality design and distinctiveness, avoiding inflexible standards and promoting energy efficiency.

Consultations

7. **Great Abington Parish Council** recommends refusal stating “Refuse subject to further investigation by the Highways Department. The Parish Council is concerned that having the access onto the High Street, so close to the junction, is very dangerous. The Parish Council strongly suggest that double yellow lines should be placed from the corner of the Pampisford Road to 165 High Street (vehicle entrance). The Parish Council is not happy to recommend approval until it is convinced that the danger is minimised.”
8. At the time of application S/1324/05/F, the **Trees and Landscape Officer** stated that the willow tree will be compromised by the access but the tree is under stress owing to infection with Anthracnose and is dying in the crown. He therefore had no objection to the loss of this tree.
9. **Chief Environmental Health Officer** recommends that conditions relating to the times when power operated machinery shall not be operated during the construction period except in accordance with agreed noise restrictions and driven pile foundations are attached to any approval. He also recommends that an informative is attached to any approval stating that there shall be no bonfires or burning of waste on site during construction except with his Department’s prior permission.
10. Whilst this is not a type of application on which the **Local Highway Authority** would normally comment, at the time of application S/1324/05/F, it indicated that on-site parking and turning for two vehicles is required but did not raise any objections to the proposal in terms of the width of High Street or the proximity of the access to the High Street/Pampisford Road junction.

Representations

11. None received at time this report was compiled. The time for neighbour comments expires one week after the time this report was compiled. Any comments received will be reported verbally.

Planning Comments – Key Issues

12. The main issues in relation to this application are: the affect of the development on the character of the area; the amenity of neighbours; highway safety; and the impact on the willow tree.
13. Application S/1324/05/F was only refused on the grounds that it failed to demonstrate that adequate provision for the parking of two cars and turning could be provided within the site. As was the case at the time of application S/1324/05/F, it is considered that the proposed development would not seriously detract from the character of the area and/or the amenity of neighbours. By providing two parking spaces and on-site turning, this application has satisfactorily addressed the reason that the previous application (S/1324/05/F) was refused without causing undue harm through noise and disturbance to the amenity of the occupiers of No.165 High Street.
14. The plans suggest that the willow tree close to the northern boundary would be retained. I have some doubt as to whether this is practical but, in any case, due to its condition, the Trees & Landscape Officer raises no objections to the loss of this tree.
15. No.5 and the proposed dwelling would have small but adequate private amenity spaces.

Recommendation

16. Approval
 1. Standard Condition A (3 years) – Time limited permission (Reason A);
 2. SC5a – Details of materials for external walls and roofs (RC5a(ii));
 3. SC51 – Landscaping (RC51);
 4. SC52 – Implementation of landscaping (RC52);
 5. SC60 (all) – Details of boundary treatment (RC60);
 6. SC5f – Details of materials to be used for hard surfaced areas within the site (RC To minimise disturbance to occupiers of 165 High Street);
 7. Highway condition C3 – Provision and maintenance of turning and parking spaces (RC In the interests of highway safety);
 8. During the construction period, ...SC26 (0800, 0800, 1800, 1300) – Restriction of hours of use of power operated machinery (RC26).

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:** None
 - **South Cambridgeshire Local Plan 2004:** SE4 (Development in Group Villages) and HG10 (Housing 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: highway safety

Informatives

Should driven pile foundations be proposed, before development commences, a statement of the method for construction of these foundations should be submitted to and agreed by the District Council's Environmental Health Officer so that noise and vibration can be controlled.

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

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 Refs: SC/0662/69/D, SC/0534/72/F, S/0795/78/F, S/1383/84/F, S/1324/05/F and S/1839/05/F

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