



## WEST/CENTRAL AREA COMMITTEE



City Councillors for  
**Castle** (Marie-Louise Holland, Simon Kightley, Tania Zmura),  
**Market** (Mike Dixon, Colin Rosenstiel, Joye Rosenstiel),  
**Newnham** (Rod Cantrill, Sian Reid, Julie Smith).

Co-opted non-voting members: County Councillors White (Castle), Griffiths (Market) and A Reid (Newnham).

Committee Manager: Liz Whitcher (01223 457015 or [liz.whitcher@cambridge.gov.uk](mailto:liz.whitcher@cambridge.gov.uk) or write c/o Room 11, The Guildhall, Cambridge CB2 3QJ)

*Published and placed on public deposit: 21 August 2007.*

<b>Date:</b>	Thursday 30 August 2007
<b>Time:</b>	7.15pm for 7.30pm start
<b>Place:</b>	The Refectory, Wesley Methodist Church, Christ's Pieces, Cambridge CB1 1LG

### INFORMATION ON PUBLIC SPEAKING

**Open Forum:** Members of the public are invited to ask any question, or make a statement on any matter related to their local area covered by the City Council Wards for this Area Committee. The Forum will last up to 30 minutes, but may be extended at the Chair's discretion. The Chair may also time limit speakers to ensure as many are accommodated as practicable.

**Committee reports by Council officers:** It would be helpful if you wish to speak to inform a Council officer before the meeting starts, alternatively raise your hand and the Chair will call you to speak. You will have up to three minutes to speak. The Chair has discretion over these rules.

**Applications for planning permission:** public speaking rules are different and are shown under the agenda heading.

### 1 APOLOGIES FOR ABSENCE

## **2 MINUTES**

To confirm the minutes of the meeting held on 5 July 2007.

*(Pages 1 - 12)*

## **3 MATTERS ARISING**

Additional information to that reported in the minutes.

## **4 OPEN FORUM**

The theme of the Open Forum is the County Council Parking Policy Review. Members of the public and councilors are asked to comment on the review which is undergoing a period of consultation (see attached report).

*(Pages 13 – 26)*

## **5 DECLARATIONS OF INTEREST**

Members of the committee are asked to declare any interests in the items on the agenda. In the case of any doubt the advice of the Head of Legal and Democratic Services should be sought before the meeting.

## **6 REVIEW OF COUNCIL'S STATEMENT OF LICENSING POLICY**

Contact Christine Allison, Licensing Officer on 01223 457899

*(Pages 27 – 54)*

## **7 ENVIRONMENTAL IMPROVEMENT GRANTS – HALF YEARLY UPDATE**

*(Pages 55 – 74)*

## **8 APPLICATIONS FOR PLANNING PERMISSION**

*Report by Director of Environment and Planning*

*(Pages 75 - 123)*

**PUBLIC SPEAKING RULES** - Anyone wishing to speak about one of these applications, may do so provided that they have made a representation in writing within the consultation period and have notified the Area Committee Manager shown above **no later than 12 noon on the working day preceding** the Area Committee.

<b>1</b>	
<b>Site</b>	23 Newmarket Road (Market)
<b>Proposal</b>	Erection of a two storey dwelling house (3 bedrooms)
<b>Officer Recommendation</b>	APPROVE subject to the satisfactory completion of the s106 agreement by 30th September 2007 and subject to the conditions and informatives.
<b>Application No</b>	07/0618/FUL
<b>Applicant</b>	Mr Jeremy Ashworth 2B Over Road Willingham Cambridge Cb24 5EU
<b>Case Officer</b>	Marcus Shingler
<b>Contact No</b>	01223-457281

<b>2</b>	
<b>Site</b>	23/25 Kings Road (Newnham)
<b>Proposal</b>	Erection of a two storey dwelling house
<b>Officer Recommendation</b>	APPROVE subject to the satisfactory completion of the s106 agreement by 20 September 2007 and subject to the conditions and informatives
<b>Application No</b>	07/0612/FUL
<b>Applicant</b>	Mr J. D. Scott - Organ York House 10 Wilberforce Way Wimbledon Common London SW19 4TH
<b>Case Officer</b>	Neville Doe
<b>Contact No</b>	01223-457126

<b>3</b>	
<b>Site</b>	Fitzwilliam Museum, Trumpington Street (Market)
<b>Proposal</b>	Alterations to existing Antiquities Hut to create servery and provision of a seating area in connection with proposed outdoor cafe.
<b>Officer Recommendation</b>	REFUSE
<b>Application No</b>	07/0548/FUL
<b>Applicant</b>	University Of Cambridge C/o 74 Trumpington Street Cambridge CB2 1RW
<b>Case Officer</b>	Paul Johnson
<b>Contact No</b>	01223-457475

<b>4</b>	
<b>Site</b>	Fitzwilliam Museum, Trumpington Street (Market)
<b>Proposal</b>	Alterations to antiquities hut to create a servery in connection with proposed cafe, Fitzwilliam Museum
<b>Officer Recommendation</b>	REFUSE
<b>Application No</b>	07/0547/LBC
<b>Applicant</b>	University Of Cambridge C/o 74 Trumpington Street Cambridge CB2 1RW
<b>Case Officer</b>	Paul Johnson
<b>Contact No</b>	01223-457475

Any comments that you want to make about the way the Council is running Area Committees are very welcome. Please contact the Committee Manager listed at the top of this agenda.

**The next meeting of West/Central Area Committee will be on 25 October  
– venue to be confirmed**



**West/Central Area Committee  
(City Councillors representing Castle, Market  
and Newnham Wards)  
5 July 2007 7:30pm –10.03pm  
Minutes & Actions**

**Present:** Councillors: Simon Kightley (Vice Chair in the Chair), (Castle Ward), Colin Rosenstiel and Joye Rosenstiel (Market Ward), Julie Smith (Newnham Ward)  
County Councillor: Gaynor Griffiths (Market Ward), David White (Castle Ward)

Additional information for public: City Council officers can also be emailed [firstname.lastname@cambridge.gov.uk](mailto:firstname.lastname@cambridge.gov.uk)  
The Committee Manager for West/Central Area Committee is [liz.whitcher@cambridge.gov.uk](mailto:liz.whitcher@cambridge.gov.uk)

Members of the City Council have individual email addresses which are listed on the City Council website: [www.cambridge.gov.uk/councillors/members.htm](http://www.cambridge.gov.uk/councillors/members.htm)  
Members of the County Council can be emailed: [Firstname.lastname@cambridgeshire.gov.uk](mailto:Firstname.lastname@cambridgeshire.gov.uk)

07/22 **ELECTION OF CHAIR AND VICE CHAIR OF THE WEST/CENTRAL AREA COMMITTEE FOR 2007/08**

Councillor Kightley was elected as Chair and Councillor Dixon as Vice Chair.

**07/23 APOLOGIES FOR ABSENCE**

Apologies for absence had been received from City Councillors Rod Cantrill, Mike Dixon, Marie Louise Holland, Sian Reid and Tania Zmura and from County Councillor Alex Reid (Newnham)

**07/24 OPEN FORUM**

**Action  
by**

The theme of the Open Forum was Cambridge & Climate Change: current and planned responses to the challenges of climate change. Simon Chubb, Climate Change Officer, gave a short presentation and responded to questions.

The presentation was very comprehensive. Set out below are key points with direct relevance to Cambridge along with actions that the Council and individuals had taken and could take:

The UN predicts that global warming will lead to increases in temperature of between 1° and 6° centigrade. If energy were conserved and more sources of renewable energy were used, this could be kept closer to 1°.

Temperature rise could lead to melting of the permafrost which would release methane which is one of the greenhouse gases.

In 2003, the heatwave across Europe led to a 10% reduction in the alpine glaciers as well as killing thousands of people.

In September 2006, there were floods in Great Yarmouth because 3 weeks rain fell in 24 hours.

One quarter of houses flooded in the UK are flooded by the drainage system's inability to cope with heavy rain; the other three quarters are due to river and sea flooding.

2-2.5 tons of CO<sub>2</sub> can be absorbed per person per annum and Cambridge needed to reduce CO<sub>2</sub> by 80%. The City Council began monitoring its CO<sub>2</sub> emissions in 2000 and there was a sharp fall in 2005/06 because the Council switched to electricity supplied from renewable sources. Half the fleet of vehicles used by the Council run on LPG which emits less CO<sub>2</sub> per mile than other fuels.

Recycling more was vital because methane is emitted from landfill sites and contributes to greenhouse gases.

The cavity wall insulation programme for the Council's housing stock will make them more energy efficient.

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Grants are available to householders for installing solar hot water systems.

The Council has adopted planning policies which require developments of 10 or more units to generate 10% of their energy on site from renewable sources.

Individuals can contribute by switching off from standby TV and other electrical equipment. That could contribute a half hour of additional energy per person per annum.

Grants are available to community groups for energy saving schemes but there is a deadline of 22 September for applications.

Use of low energy light bulbs also conserved energy.

A resident sent some questions in advance of the meeting and these are given below along with Simon Chubb's responses (SC):

**1. A few months back, planning approval was granted for a large house (in the West Cambridge Conservation Area) with an connected indoor swimming pool. The application made no reference to the methods to be used of heating the pool, nor did the Planning Department's approval letter. Since the house is to be built in a Conservation Area, planning applications have to be full applications. Wind Turbine generators certainly need planning approval, and I suspect that it is the same for solar panels. So presumably the applicant has no intention of using natural heat sources.**

**Why are the Planning Officers not pressing for zero-carbon footprint houses, particularly when swimming pools are involved?**

SC: Cambridge City Council is promoting renewable energy generation through its planning policies by requiring all developments above 10 dwellings or 1000 m<sup>2</sup> to generate at least 10% of their energy requirement on site.

In addition to this, all developments in Cambridge must comply with the energy performance standards contained in Building Regulations (Part L). These are developed by national Government and enforced by Cambridge City Council on their behalf.

Building Regulations currently do not require

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developments to be zero-carbon and therefore Cambridge City Council cannot require this of developers. The national Government have outlined a timetable to improve Building Regulations energy performance standards in stages so that by 2016 developments are zero-carbon. Further information on this topic can be sought from the following website

<http://www.communities.gov.uk/index.asp?id=1505157>

**2. "Low carbon buses" are now becoming available. Can/would the Council mandate the use (or encourage the bus operators to use) of such vehicles within, say a mile of the City Centre?**

SC: The main forum for addressing this issue in Cambridge is the Quality Bus Partnership, of which Cambridge City Council is a member. The City Council can and do encourage bus operators in Cambridge to improve engine performance of their fleet through this forum, but have no regulatory authority to 'mandate' this. The national Government is currently reviewing regulation of buses in the UK with the option of enhancing regulation which would cover environmental performance, although any additional regulatory powers would go to Cambridgeshire County Council as the Local Transport Authority. Additional information on this issue can be gained from the following website

<http://www.dft.gov.uk/pgr/regional/buses/secputtingpassengersfirst/>

**3. What steps are being taken to reduce energy consumption within Council Buildings? During the winter, the Guildhall always seems to be over-heated.**

SC: It is true that heating controls in the Guildhall caused problems of overheating on the lower floors. However, after having an energy audit undertaken by the Carbon Trust in 2005 the following works were undertaken in the Guildhall in 2006-07 which have now solved this problem.

	CO2 Savings Tonnes/year	Energy Savings kWh/year
Replacement of old fluorescent light fittings	39	89,728
Implement an automated monitoring system	100	385,150
Replace Optimum Start Control on Guildhall heating system	15	77,580



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Review Control Strategy for Guildhall Heating	7.5	40,000
Installation of VSD on Guildhall Heating Pumps	2.5	12,375
TOTALS	164	604,833

The City Council also promotes energy efficient working practices amongst its staff, partly through an annual 'Switch Off' week which last year reduced electricity consumption by 11%. Identifying additional energy efficiency opportunities forms a central element to the City Council's climate change programme.

#### **4. What guidance is being given (and is being planned) for domestic householders to reduce energy consumption?**

SC: Cambridge City Council employs a Home Energy Officer to promote energy efficiency for city residents. He achieves this through a variety of initiatives (events, publications, advertising) and works closely with the Anglia Energy Efficiency Advice Centre who are the primary source of energy efficiency guidance for Cambridge Householders. Further information and guidance from Anglia Energy Efficiency Advice Centre can be viewed at [http://www.energysavingtrust.org.uk/anglia\\_advice\\_centre/](http://www.energysavingtrust.org.uk/anglia_advice_centre/) or by calling 0800 512012.

#### **5. Will there be any specific Cambridge City action to promote domestic insulation and/or energy usage reduction systems?**

SC: Part of the role of the City Council's Home Energy Officer is to promote domestic insulation measures. This is continuing to be delivered through 3 main initiatives:

- HEAT project, which provides grant assistance for Loft and Cavity Wall Insulation and is designed to enable all home owners or private tenants to have insulation measures installed at affordable prices or in some cases for free. For further information please go to the website <http://www.saveenergy.org.uk/> or call the Home Energy Officer on 01223 457960.

- Warm Front, which offers energy efficiency assistance for those over 60 years old or on benefits. For further

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information please go to the website <http://www.warmfront.co.uk/> or call the Home Energy Officer on 01223 457960.

- Cambridge Home Aid, which provides help to fund repairs and improvement works to your home if you have less than £16,000 in savings and have owned your property for more than 3 years. For further information please go to the website <http://www.cambridge.gov.uk/ccm/navigation/housing/housing-grants/> or call the Home Energy Officer on 01223 457960.

**6. What is the posture of the Council towards the domestic use of water heating solar panels, photovoltaic solar panels, reuse of "grey water", and heat pumps?**

Cambridge City Council actively promotes the use of these technologies by funding installation grants available through the Energy for Good project. Further information about this can be gained from the website <http://www.cambridge-energy4good.org.uk/> or by calling 0845 838 2815.

In some circumstances planning permission may be required for the installation of these technologies. An information leaflet clarifying whether planning permission is needed or not can be gained from the following website <http://www.cambridge.gov.uk/ccm/navigation/environment/planning/development-control/general-planning-advice/public-information-leaflets/>

Councillor White said that manufacturers needed to be encouraged to put on/off switches on electrical equipment which were easily accessible.

He asked what the best estimate of sea-level rise by 2050.

SC: This was a rather uncertain area but the figure of 30cm by 2080 had been mooted. The Environment Agency was now tasked with powers to co-ordinate planning in relation to the impact of potential flooding by the sea and rivers and local authorities were required to consult them.

Resident 2 asked what model had been used to calculate

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the effects of switching off light bulbs.

SC: These were based on aggregated averages.

Councillor Smith suggested that lobbying manufacturers to take back reusable packaging should be done and that free plastic shopping bags should be discontinued.

SC: There was still one Midlands beer manufacturer who recycled beer bottles. Manufacturers now did have to recycle more packaging. It was important for the Council to address gaps in provision rather than duplicating other efforts. The Council would welcome approaches from community groups who wanted to encourage shops to use cotton shopping bags.

In response to a comment from Councillor J Rosenstiel about the impact of wet weather on Jesus Green, Simon Chubb said that the Council was already budgeting for costs of services that could be impacted by climate change.

Councillor Griffiths commented on shops that left their doors open while their heating or air conditioning was on. Was any monitoring being done of the energy wasted by this and did the Council have any jurisdiction?

SC: The Council had no regulatory powers. Data from the Carbon Trust indicated that refrigeration was a much higher cost than heating.

The Chair thanked Simon Chubb and then turned to other questions not related to climate change that members of the public wished to raise.

Resident 3: Commented on the recent police initiative in the city centre called Operation Cyclone. This was stopping cyclists who were cycling the wrong way down one-way streets etc. He thought the police had been over zealous with spot checks on cyclists re lights etc. He was concerned about not knowing what his rights were in relation to such spot checks. He had received conflicting information from officers. For example, how long did they keep his name on record and was he required to give his name if stopped for such a spot check.

He had asked whether the police had powers to deal with scooters in supermarket car parks and had received no reply.

He was concerned that there had not been a police

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presence at Midsummer Fair when the travellers were there and he wondered what the policing policy for the Fair was.

Councillor Smith, as Executive Councillor for Arts & Entertainments suggested that the resident contact the Head of Arts & Entertainments, Nigel Cutting for an answer about Midsummer Fair.

Councillor J Rosenstiel said that there was a police surgery once a month on the first Wednesday of the month from 11-12noon at the Michaelhouse Centre. Members of the public could raise issues there.

The Chair reminded the meeting that the police were implementing the Neighbourhood Policing initiative at area committees in stages. They had started at North Area, had started at East and South and would be starting at West/Central in October.

Resident 3 asked about the Council's Licensing Policy and cumulative impact. He had attended a meeting at which the police compared figures from 2004 and the present time for violent crime in the city centre and this had increased by two and a half times. He thought the planning process ought to take that information into account when granting licences.

Councillor C Rosenstiel replied as a member of the Licensing Committee. The Council had been concerned about the possibility of cumulative impact when the Licensing Policy was agreed but at that time there was no support from the police. The police were now concerned about cumulative impact especially in the City Centre and around the Leisure Park (where there were 18 licensed premises) and the Council would be considering amending the Policy in the near future.

Councillor Smith added that planning and licensing functions needed to be kept separate and that cumulative impact was a licensing and not a planning matter.

The Chair read an email from a resident in Market Ward which related to the same issue. The resident wanted to know what powers there were to deal with disturbance from people returning home from licensed premises. The

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Chair said that a reply would be sent by the Licensing Officer.

Note: The following reply from the Licensing Officer was sent to the resident on 9 July:

We have just started a 12 week public consultation period to review our policy, which includes a request received from the police regarding the adoption of a cumulative impact policy for 2 areas of the city - the city centre and the Cambridge Leisure Park. The police consider that these areas have reached such a saturation point that a cumulative impact policy should be added within our policy. I will be coming to the next area committee with the police to explain this in more detail. We will also be writing to residents associations. More information, with a draft of the proposed changes to the policy, the police evidence and an optional questionnaire to complete is available on the following link:

[www.cambridge.gov.uk/ccm/content/ehws/licensing-consultation.en](http://www.cambridge.gov.uk/ccm/content/ehws/licensing-consultation.en)

**07/25 DECLARATIONS OF INTEREST**

Code of Conduct personal interests in were declared as follows:

<b>Councillor</b>	<b>Item</b>	<b>Nature of interest</b>
C Rosenstiel	Improvements to Jesus Green	As a member of CAMRA and a volunteer at the Beer Festival
J Rosenstiel	Improvements to Jesus Green	As a member of CAMRA

**07/26 MINUTES**

The minutes of the meeting held on 10 May2007 were agreed as a correct record.

**07/27 MATTERS ARISING**

07/17 Public Questions – Parking in Adams Road  
The Chair informed the meeting that a report on the County Council review of commuter parking would be considered at the 30 August meeting of this committee.

Re: Conservation & Design Panel and planning applications – no information yet received. To be followed up for the next meeting

Cttee  
Mgr

07/20 Matters Arising Re: where the public can put up notices of events legally

The Chair informed the meeting that this information was now on the website.

## **07/28 IMPROVEMENTS TO JESUS GREEN**

Alistair Wilson, Green Space Manager, and Sarah Tovell, Green Space Officer – Development, gave a presentation and then answered questions.

Residents asked the following to which the officers replied (A):

- What was the timescale for receiving funding from the Heritage Lottery Fund?

A: The main Parks for People stage one application has two submission dates per year, September and March. We are currently working towards an application submission date of March 2008, from which a decision from the Lottery will be received within six months.

- In the interim what maintenance was planned?

Councillor Smith as Executive Councillor for Arts & Recreation said that maintenance would be carried out in the interim and if residents thought this was not happening she encouraged them to contact the officers.

- The Chairman of the Jesus Green Association said that he was impressed with the report from the consultants which was balanced and had listened to what residents had said. Nevertheless, he had some concerns about inaccuracies in points of detail which he listed. He also said that the Association was not against the Beer Festival but was concerned about the damage done by lorries to the Green which was not subsequently rectified. After the Children's Festival the Dec Bus was deep in the mud.
- He also expressed concerns about the plans to "maximise the potential" of the Green which was already used to an enormous extent. He thought there might be a hidden agenda on the part of the Council. Equal weight had been given to the replies

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of each respondent to the consultation with the Association given 3 places (they had 60 people at their recent AGM) and the fact that young people aged 13-19 years had been paid £15 to attend the focus groups.

Councillor Smith said that the intention was to preserve what was seen as good and to improve what was regarded as needing improvement. As young people needed to be included and as they did not have meetings, the only way to involve them had been to pay them.

- A resident echoed the concerns expressed by the Chair of the Association. He asked whether residents would see the development plan in advance of it being adopted. As the application to the Lottery Fund was for £5m that seemed to imply development rather than maintenance.

Councillor J Rosenstiel said that the toilets needed improving and the drainage problems needed to be addressed. In addition, the outdoor pool was part of the city's heritage and needed conservation work done on it.

- A resident suggested that the location of events could be moved closer to the road.

**07/29 PLANNING APPLICATIONS**

Full details of the decisions, conditions of permissions and reasons for refusal may be inspected in the Environment and Planning Department, including those which the committee delegated to the Head of Development Control to draw up.

These minutes should be read in conjunction with the reports on applications to the committee, where the conditions to the approved applications or reasons for refusal are set out in full and with the Amendment Sheet issued at the meeting. Any amendments to the recommendations are shown in the minutes.

- 1 APPLICATION NO:** 07/0517/FUL  
**SITE:** 50 Burleigh Street (Market)  
**PROPOSAL:** Change of use from retail to Adult Amusement Centre

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**RECOMMENDATION:** Approve

**APPLICANT:** RAL Limited, Silbury Court, 368 Silbury Road Boulevard, Milton Keynes, MK9 2AF

**PUBLIC SPEAKERS:** None

The Planning Officer referred to the amendment sheet with an email submission from Councillor Dixon as Ward Councillor. She also referred to a sheet detailing the information from the latest survey on shops in Burleigh Street.

**REASONS FOR REFUSAL RAISED IN DEBATE:**

The members who spoke against the officer recommendation did not agree that these premises would promote the vitality and viability of the area as referred to in Policy PPS6 nor would it preserve the predominance of retail uses as detailed in policy 6/6 of the Local Plan.

**DECISION:** Refused against officer recommendation (by 3 votes to 1) for reasons to be drawn up by the Head of Development Services in consultation with the Chair based on the above reasons for refusal raised during debate of the application.

The meeting ended at 10.03pm.

Chair



**PARKING POLICY REVIEW**

*To:* Cambridge Environment and Traffic Management  
Area Joint Committee

*Date:* 16<sup>th</sup> July 2007

*From:* Director of Highways and Access

*Electoral Divisions /  
Wards:* All

*Purpose:* To seek comment on new parking policies for  
Cambridgeshire.

*Recommendation:* The Area Joint Committee (AJC) is invited to  
comment on the draft policy and guidance shown in  
**Appendices A and B.**

<b><i>Officer contact:</i></b>	
Name:	Richard Preston
Post:	Head of Network Management (South and City)
Email:	<a href="mailto:richard.preston@cambridgeshire.gov.uk">richard.preston@cambridgeshire.gov.uk</a>
Tel:	(01223) 717780

## 1. BACKGROUND

- 1.1 On 28<sup>th</sup> February 2006, the County Council's Cabinet considered a report on the Cambridgeshire Local Transport Plan (LTP) 2006-11 and associated transport strategy issues.
- 1.2 The report described the work being done to develop a long-term transport strategy for the county and highlighted the need to review parking policy.
- 1.3 Cabinet approved a parking policy review that would look at:
  - consistency of parking policy with long-term strategic transport needs
  - the balance of residents' and commuter parking controls
  - the role of residents' parking schemes
  - the basis on which they are introduced
  - permit number to parking space ratio issues
  - permits per resident, and
  - permits per address issues
- 1.4 In light of the policy review, Cabinet also put a hold on further residents parking schemes, pending the outcome of the review.
- 1.5 On 24<sup>th</sup> April 2006, the AJC considered and noted a report on the parking policy review. On 13<sup>th</sup> November last year, an initial consultation event was held to explore the issues that needed to be taken into account as part of a countywide parking policy review. Officers and Members from the County Council and all the District Councils were in attendance. At the request of the AJC Chairman, a further Member consultation session was held on 20<sup>th</sup> December to explore in more detail the particular issues relevant to Cambridge.
16. On 22<sup>nd</sup> January this year the AJC considered a further report setting out the key issues under consideration as part of the review. A similar report has been considered by other AJCs who are also being consulted on the new draft policy.

## 2. DRAFT POLICY

- 2.1 The new draft policy is shown in **Appendix A**. Some of the problems with the current policy arise from interpretation. Therefore, there has been a deliberate attempt to keep the policy as brief as possible with a further document (**Appendix B**) available which is intended to help with the interpretation of the policy. This document also sets out the role of AJCs within parking policy and how any surpluses from parking will be utilised by the County Council.

- 2.2 The draft policy is intended to balance the need for flexibility to allow for a local emphasis and to address local priorities whilst achieving a consistent approach across the county. For example, the need for residents' parking schemes should be determined locally and if they are considered appropriate they should be introduced and operated in a way that is consistent across all areas.

### 3. **KEY ISSUES**

#### Demand Management Measures

- 3.1 As explored in earlier reports, a new parking policy needs to accommodate the potential for new demand management strategies which could involve some form of road user charge in the Cambridge area. The draft policy is intended to be flexible to allow parking charges to be set at whatever level is deemed appropriate to support the achievement of the required level of demand management. If road user charging is not pursued, higher levels of charge could be levied to control access to on-street parking as part of the demand management strategy. Under any road user charge scenario, on-street parking charges could be reduced to balance the fiscal impact on motorists.
- 3.2 Whether or not road user charging is pursued in the Cambridge area, it is considered appropriate, over time, to move towards the whole of the city and perhaps some surrounding villages forming an area wide controlled parking zone with all on-street parking controlled in some way.

#### Areas of parking control

- 3.3 In Cambridge there have been problems in agreeing the extent of the local areas over which such controls should apply and this has caused problems in developing further residents' parking schemes. The development of plans to identify individual local parking control areas in Cambridge and in the Market Towns will aid this process. Whilst the current parking policy relies on a consensus to be reached, the draft policy identifies that ultimately the decision to introduce area controls must rest with councillors and that the lack of support in some streets within the area should not necessarily prevent parking controls from being introduced.

#### Residents' parking

- 3.4 The draft policy allows for a variable charge structure and for residents' parking schemes to generate a surplus to meet strategic and demand management objectives. It also allows for the number of permits in any area to be limited if appropriate should the parking permit to parking space ratio reach unsustainable levels. Initially, Area Joint Committees would be asked to take a view on the need for any limits.
- 3.5 The draft policy also requires the level of visitor charge to take account of the cost of public transport alternatives and again a surplus can be generated.

#### Car clubs

- 3.6 Car clubs offer a way of reducing demand for residents' parking and the draft policy allows for the provision of on-street parking to facilitate such schemes.

#### Disabled parking

- 3.7 The anticipated increase in blue badge holders over the coming years is expected to put pressure on blue badge parking facilities and there will be a need to encourage much greater use of public transport by blue badge holders. The draft policy allows the duration of stay in disabled parking spaces to be restricted where necessary to encourage longer visits to be made by public transport and for access to blue badge spaces to be restricted to blue badge holders with severe disabilities to prioritise their use where demand may be high.

## 4. **CONSULTATION**

- 4.1 All Area Joint Committees are being consulted on the draft policy along with key stakeholder groups before it is considered by the County Council's Policy Development Group and then Cabinet for adoption in the autumn.

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#### Source Documents

#### Location

Cabinet Agenda & Minutes  
28/02/06

Room A2144  
Castle Court

Area Joint Committee Agenda &  
Minutes 24/04/06, 22/01/07

Shire Hall  
Cambridge

## DRAFT POLICY

CAMBRIDGESHIRE COUNTY COUNCIL  
ON-STREET PARKING POLICIES**Policy 1: General application**

On-street parking controls will be introduced where necessary to assist the flow of traffic, improve road safety, to manage demand or to meet strategic transport objectives.

**Policy 2: Charges**

Where designated parking spaces are provided, charges **may** be levied on motorised vehicle use. In areas where decriminalised parking enforcement operates, charges **shall** be levied for all designated parking spaces where demand is likely to generate a surplus to offset enforcement costs.

Any charges **must** be sufficient to cover administration, operation, review and enforcement costs and may generate a surplus for investment in parking or highway and environmental improvements.

The level of on-street charges will take account of the level of any off-street parking charges in the area. The relationship should normally encourage the use of off-street facilities in the wider interests of highway users. The level of on-street charges should also take into account the level of local bus service fares to encourage greater use of public transport.

**Policy 3: Area basis**

Within urban areas, on-street parking controls **shall** be introduced on an area basis taking in clearly defined blocks of streets to deter as far as reasonably practicable the migration of parking into surrounding streets.

**Policy 4: Balance of provision**

On-street parking controls **shall** secure a reasonable balance of all parking needs, for motorised and non-motorised vehicles, taking into account strategic transport objectives, to avoid any particular use from dominating the area.

**Policy 5: Residents' parking**

Where reserved spaces are provided for residents, bona-fide residents **shall** be able to:

- (a) purchase permits allowing them to park in any reserved residents' space within their area; and
- (b) purchase visitors' permits which would provide access for visitors to any reserved residents' space within the area.

Where residents' permits are issued a charge **shall** be levied sufficient to cover administration, operation, review and enforcement costs and which may generate a surplus for investment in parking or highway and environmental improvements. The level of residents' permit charge will also take account of strategic parking and transport demand management objectives.

Where visitors permits are issued a charge **shall** be levied to cover administration, operation, review and enforcement costs and which may generate a surplus for investment in parking or highway and environmental improvements. The level of visitor permit charge shall also take into account the level of local bus service fares to encourage greater use of public transport.

### **Policy 6: Disabled parking**

On-street blue badge parking bays **may** be provided where blue badge holders do not have access to suitable off-road parking, subject to the following criteria:

- the blue badge holder is either the driver of a vehicle or the driver is resident at the same address as the blue badge holder
- a suitable location for the blue badge bay can be found that is acceptable to the police
- that the need is supported by the local Member(s) and the Town/Parish Council.

### **Policy 7: Business parking**

Where businesses have no access to off-street parking for operational needs they **shall** be able to purchase permits to allow parking in any designated parking spaces within their area.

Where business permits are issued a charge **shall** be levied to cover administration, operation, review and enforcement costs and which may generate a surplus for investment in parking or highway and environmental improvements. The level of business permit charge shall also take into account the level of charge for any on-street long stay parking provided in the district and shall be at least twice the level of any residents' permit charge in the area.

### **Policy 8: Car clubs**

To reduce car ownership in urban areas, designated parking bays **may** be provided on-street to provide parking for car club vehicles. Permits for car club bays **shall** only be issued to accredited car club operators authorised to operate within that area.

Where car club permits are issued a charge **shall** be levied sufficient to cover administration, operation, review and enforcement costs and which may generate a surplus for investment in parking or highway and environmental improvements.

However, during the initial year of operation of any car club scheme, permit charges **may** be waived to help establish commercial viability.

### **Policy 9: Heavy Commercial Vehicles**

In urban areas, parking controls **may** be introduced to prohibit parking by heavy commercial vehicles (HCV) where it has not proved possible to manage HCV parking through the enforcement of HCV licensing conditions through the Traffic Commissioners.

## DRAFT GUIDANCE AND INTERPRETATION

The following guidance is intended to help interpret the on-street parking policies to ensure a consistent and equitable approach to parking management across the whole county. It also sets out the roles of Area Joint Committees and how surplus income from on-street parking will be utilised.

### **Policy 1: General application**

This policy provides for the provision of all types of parking control including waiting and loading restrictions, designated parking bays and clearway restrictions. The need for such controls should take into account:

- The requirements of the Traffic Management Act 2004 which requires Highway Authorities to expedite the efficient movement of traffic on its road network and to work with neighbouring Highway Authorities
- The responsibility of the Highway Authority to improve the safety of road users
- Local Transport Plan (LTP) objectives to encourage greater use of sustainable transport
- Long Term Transport Strategy (LTTs) objectives for managing transport demand, within the context of the growth agenda in the county, particularly within Cambridge and the Market Towns
- Environmental aspects of highway management, particularly air quality.

Whilst the policy facilitates the introduction of parking controls, their provision will need to take account of financial and staff resources which will need to be prioritised. Where County Council financial resources are not available, third party funding of parking controls is permitted if the proposed measures are consistent with policy requirements.

Parking should only be restricted or prohibited where there is a safety or access problem to be addressed. Restrictions or prohibitions of parking i.e. yellow lines or clearways should not be used as a way of meeting other strategic objectives. These objectives should be met by managing rather than prohibiting or restricting parking. This could include controlling the duration of stay, designating parking areas for specific use or by applying parking charges.



## **Policy 2: Charges**

Income from parking needs to be managed efficiently to ensure that all the associated costs are met. This needs to include all administration, operation, review and enforcement costs and parking charges will need to be reviewed regularly to ensure they reflect any increased costs.

A key principle is that all parking charges may generate a surplus but the use of any surplus shall be restricted to investment in parking, public transport, highway or environmental improvements.

The cost of on and off-street parking needs to take account of the level of local bus service fares, as far as is practicable, to encourage greater use of public transport. However, it is recognised that the setting of public transport fares is not within the direct control of the County Council and consequently achieving a suitable relationship between the costs of parking and public transport may not always be possible.

The cost of on-street parking should normally be set higher than for any off-street parking in the area to make the use of off-street parking more financial attractive than on-street parking in the general interests of road safety and access.

Motorcycles are currently exempt from pay and display and residents' permit charges because of the difficulties of displaying a parking ticket or permit on the vehicle for enforcement purposes. However, following the introduction of any 'virtual' parking system whereby enforcement would be undertaken by way of the vehicle registration plate, charges may be levied on motorcycle parking.

## **Policy 3: Area basis**

In urban areas parking controls should be developed on an area basis. This is particularly important in Cambridge and the Market Towns where there is a greater potential for parking problems to be transferred into neighbouring streets. Parking control areas should consist of a clearly defined block of streets avoiding, wherever possible, dividing individual streets, generally bounded by main roads or local distributor roads. In exception circumstances, isolated cul-de-sacs that lead directly off main roads or local distributor roads may be considered as an area.

Parking control areas will be developed for Cambridge and the Market Towns through consultation with local councillors to identify suitable sized zones for area wide controls.

It is recognised that gaining consensus on area wide parking controls is never easy as needs may vary from one street to the next within areas.

Area wide parking proposals are required to be the subject of a statutory consultation process with any objections being determined by councillors which gives an opportunity for all views to be taken into account.

Avoiding the need for consensus within an area by reducing the area of control is not considered an effective or efficient way of managing parking as experience has shown that the problem of transfer will result in any streets excluded in an area being adversely affected leading to an inevitable need to revisit and extend the original controls which is costly in resource and financial terms.

Whilst reaching a consensus on an area basis is always desirable the ultimate decision on the implementation of area wide controls must rest with councillors. It may not always be possible to achieve majority support in every street within areas but it is not reasonable to delay measures to address parking problems in some streets within the area where there is support for parking controls because of the lack of support in other streets in the area where the parking problems may not be as severe at that time.

#### **Policy 4: Balance of provision**

Key to the success of area wide parking controls is achieving a reasonable balance of often conflicting needs. In formulating parking control proposals the following needs should be taken into account:

Residents: whilst reasonable provision needs to be made for residents' needs this should not be at the expense of other needs.

Cycle parking: the provision of cycle parking should form part of all parking proposals but for cycle parking to be used it needs to be reasonable close to the destination and to provide a reasonable level of security.

Blue badge holders: with an aging population more careful consideration needs to be given to the number and location of bays provided within an area. Bays need to be sited close to key destinations.

Car clubs: the level of parking provision for residents can be reduced by the provision of parking bays for car clubs. Once established as viable schemes, car club operators should be expected to contribute towards administration, operation, review and enforcement costs.

Taxi ranks: may be required in central urban areas or where there is likely to be significant demand such as near railway or bus stations.

Bus stops: adequate provision should be made to accommodate any scheduled services stopping within the area. In urban area and suburban

areas, all bus stops should be subject to a daytime bus stop clearway restriction.

Motorcycle parking: demand can generally be met by on-street parking bays where motorcycles are currently exempt from any charges. In areas of high demand such as in city and town centres, consideration should be given to designated bays solely for motorcycle parking.

Loading bays: adequate opportunities for loading and unloading should be provided to ensure the viability of shops and businesses. This is particularly important for local community shops that generally have no off-street loading provision and which rely on a degree of passing trade for commercial viability.

Short stay: some level of parking should be provided to facilitate access to the area for short stay visits. In residential streets where residents' parking bays are provided the need is likely to be limited. The provision of short stay bays can help ensure that some provision is available for visiting tradesmen.

Long stay: generally the provision of long stay parking, most probably for commuters is likely to be the lowest priority in most areas where parking controls are applied. In residential areas where there is limited demand for on-street parking by residents, there may be more opportunity to provide for longer stay parking.

Needs and demands will vary from area to area and it may not always prove possible to provide for all needs. To account for this, priorities will need to be set, within the local context. The use of dual purpose parking bays can increase overall parking capacity e.g. a parking bay might be used for a designated user during the working day but be available for general parking during the evening / night time.

### **Policy 5: Residents' parking**

The level of development in the county is anticipated to increase parking pressures in urban areas and it is expected that there will be an increasing need for residents' parking schemes. The provision of residents' parking should form part of area wide proposals with the level of parking provided for residents balanced with other local needs.

The residents' permit charge structure may allow discounts for low emission vehicles or those with smaller engine capacity to help meet environmental objectives. It may also allow discounts in areas where the permit number to parking space ratio results in a lower level of service for residents. Any discounts shall be determined in the context of strategic transport and demand management objectives.

Any new development within an established residents' parking scheme area will not qualify for the provision of residents' parking permits. Similarly, any redevelopment of an existing property that leads to an increase in the number of dwellings will also not qualify.

### **Policy 6: Disabled parking**

The application form for a blue badge parking bay is available on the following link:

[http://www.cambridgeshire.gov.uk/transport/around/parking/blue\\_badge\\_parking.htm](http://www.cambridgeshire.gov.uk/transport/around/parking/blue_badge_parking.htm)

Subject to the determination of any objections through the normal statutory traffic order process, blue badge parking bays will be provided. However, the use of these bays cannot be restricted to an individual blue badge holder and must be available for use by any blue badge holder.

To provide greater opportunities for blue badge holders to access disabled parking places, in areas of high demand, limits on the duration of stay may be introduced to achieve greater turnover of use. Where demand is high, typically in central urban locations or close to key destinations, access to disabled parking bays may be restricted to blue badge holders with severe disabilities that preclude or prevent access by public transport alternatives.

### **Policy 7: Business parking**

Where businesses can show that they have a genuine need for operational parking they may apply for a permit to use designated parking bays within the area. Operational need does not include parking for staff but might include, for example, parking for a vehicle used periodically to deliver goods to customers. The need for the permit would be reviewed on a regular basis. New business premises developed within an existing parking control area would not be eligible to apply for a business permit.

### **Policy 8: Car clubs**

The establishment of car clubs has the potential to reduce residents parking levels thereby freeing up kerbside space for other parking needs. Within existing and new residential areas the use of car clubs should be encouraged and where off-street parking cannot be provided, designated on-street parking bays for car club vehicles may be provided to facilitate schemes.

### **Policy 9: Heavy Commercial Vehicles**

The general lack of parking facilities for heavy commercial vehicles (HCVs) in the County can lead to parking in residential areas. HCV parking controls

should, wherever practical and possible, avoid simply relocating HCV parking to other neighbouring residential areas. This may involve the use of area wide HCV parking controls.

### **The Use of Surpluses**

Any on-street surplus will be invested by the County Council in parking, public transport, highway or environmental improvements within the district in which the surplus was generated in accordance with County Council priorities.

In the event that decriminalised parking enforcement is introduced across the whole of the county, any operational surpluses in any district would be used collectively to meet the cost of the countywide operation. Any remaining surpluses would then be redistributed back to each district for investment by the County Council in parking, public transport, highway or environmental improvements in accordance with County Council priorities.

### **The Role of Area Joint Committees**

The setting and reviewing of on-street parking charges will be undertaken through Area Joint Committees, taking into account County Council policies and transport strategies. This will enable the policy relationship between on and off-street charges to be managed locally. When setting on-street charges, Area Joint Committees shall take note of strategic transport objectives and to ensure that all administration, operation, review and enforcement costs are met.

Area Joint Committees may be asked to comment on the priorities for the investment of any on-street parking surpluses.

### **New developments**

Within new developments, developers may wish to provide on-street parking. Within urban areas where new roads that are being offered up for adoption as public highway, there will be an expectation that parking will only be permitted on-street in properly designed parking areas. The assumption will be that any other parking on-street will not be permitted and the County Council will introduce appropriate parking controls. Developers will be required to fund the traffic regulation order process to introduce suitable parking controls. This will avoid the need for public funds to be spent on resolving parking issues arising within development areas.

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CAMBRIDGE CITY COUNCIL

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REPORT OF: The Licensing Officer

TO: Area Committees 26<sup>th</sup> July, 2<sup>nd</sup> & 30<sup>th</sup> August, 6<sup>th</sup> September 2007

WARDS: All

**LICENSING REFORM – PUBLIC CONSULTATION ON THE REVIEW OF THE STATEMENT OF LICENSING POLICY AND THE INCLUSION OF A CUMULATIVE IMPACT POLICY**

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**1 INTRODUCTION**

- 1.1 The Licensing Act 2003 requires each Council to produce, adopt and publish a statement of licensing policy, stating how it will administer its duties. The policy must be reviewed at least every three years and consulted upon prior to it being adopted. Our current policy expires on 6<sup>th</sup> January 2008.
- 1.2 The purpose of this report is to inform the Area Committee of the redrafted policy as a part of the public consultation process and to request feedback on its content, prior to the drawing up of a final policy. A draft of the amended Statement of Licensing Policy is attached as Appendix A.
- 1.3 The consultation also includes a request from Cambridgeshire Constabulary, attached as Appendix B, for the inclusion of a cumulative impact policy within the statement of licensing policy, relating to two defined areas, one in the city centre, the other at the Cambridge Leisure Park site (old Cattle Market).

**2 RECOMMENDATIONS**

- 2.1 The Area Committees are requested to consider the amended draft Statement of Licensing Policy for public consultation, to include consultation on the adoption of a cumulative impact policy and to submit any comments to the Licensing Officer before 24<sup>th</sup> September 2007 (the end of the consultation period).

### **3 BACKGROUND**

- 3.1 The Licensing Act was passed in July 2003 to provide an updated system of regulation for the sale and supply of alcohol, the provision of regulated entertainment and late night refreshment.
- 3.2 Under the Act, each Council is required to produce, adopt and publish a Statement of Licensing Policy, stating how it will administer its duties. The statement must be kept under review and remains in existence for up to three years. This period ends on 6<sup>th</sup> January 2008. The policy is subject to review and further consultation before this date. Under the legislation, the Council is not able to process any applications unless a statement of licensing policy is in place.
- 3.3 The Council has also received a request from Cambridgeshire Constabulary for the inclusion of a Cumulative Impact Policy within the Statement of Licensing Policy, to cover two specific areas of the city. The evidence in support of the request and a map of the two areas identified are attached as Appendix B.
- 3.4 Although cumulative impact is not mentioned in either the Act or Regulations, Government Guidance defines it as 'the potential impact on the promotion of the licensing objectives of a significant number of licensed premises concentrated in one area'. The cumulative impact of licensed premises on the promotion of the licensing objectives is therefore a matter that the licensing authority can consider in developing its licensing policy statement.
- 3.5 Government Guidance states that where, after considering the available evidence and undertaking consultation, the licensing authority is satisfied that it is appropriate and necessary to include an approach to cumulative impact within the licensing policy statement, it can indicate that it will be adopting a special cumulative impact for a designated area. There will be a presumption of refusing new applications for and variations of premises licences and club premises certificates in that designated area whenever it receives a relevant representation about negative cumulative impact on the licensing objectives in respect of those applications. There should be an evidential basis for the decision to adopt such a special policy.
- 3.6 In considering whether to adopt a special policy, the authority should take the following steps:
- Identification of concern about crime and disorder or public nuisance



- Consider whether it can be demonstrated that crime and disorder and nuisance are arising and are caused by the customers of licensed premises and if so identifying the area from which problems are arising and the boundaries of that area; or that the risk factors are such that the area is reaching a point when cumulative impact is imminent;
- Consultation with those specified in the legislation as a part of the general consultation required in respect of the whole statement of licensing policy;
- Subject to consultation; inclusion of a special policy about future premises licence or club premises certificate applications from that area;
- Publication of a special policy as part of the statement of licensing policy

3.7 The effect of creating a special policy is to create a rebuttable presumption that applications for new premises licences or club premises certificates, or major variations, in the area designated by the special policy, will be refused if relevant representations are received about the likely cumulative impact of the proposals on the licensing objectives, unless it can be demonstrated that the operation of the premises involved will not add to the cumulative impact already being experienced.

## **4 PUBLIC CONSULTATION**

4.1 Legislation requires that we undertake consultation with bodies prescribed in the Act for both the review and the inclusion of a cumulative impact policy. As a part of the public consultation process, the Area Committees are asked to consider the amended draft policy.

4.2 By raising the issue at the Area Committees, it gives the opportunity for members of the public to be involved in the process of developing the policy and to comment/ provide feedback on its content.

4.3 We welcome feedback on any concerns you may have on the policy, or on any matters you feel may have been omitted. We are mindful that there will be a need for further amendments to the policy arising as a result of feedback from the consultation process.

4.4 All comments will be considered in drawing up the final policy, although we will not be able to give individual responses to

comments received. Subject to the findings of the consultation, the Council may include a special policy on cumulative impact. We will be publishing the results on our website in November 2007 and the final amended policy in January 2008.

- 4.5 An optional questionnaire has been prepared, which may assist in the formulation of a response and is attached as Appendix C. Early feedback would be appreciated, with all feedback being received by 24<sup>th</sup> September 2007.
- 4.6 The public can access the draft amended policy and police evidence on our website [www.cambridge.gov.uk/ccm/content/ehws/licensing/licensing-consultation.en](http://www.cambridge.gov.uk/ccm/content/ehws/licensing/licensing-consultation.en) There is also an on-line facility to complete the questionnaire. Alternatively hard copies can be made available by telephoning Licensing on 01223 457879/457899, or calling at our reception in Hobson House, Regent Street.

## **5. ISSUES AND OPTIONS**

- 5.1 We have a statutory duty to prepare and publish a statement of licensing policy, to undertake public consultation and to consider any feedback. Having considered all comments, we must then draw up and adopt the final statement before 7<sup>th</sup> January 2008.
- 5.2 The Statement of Licensing Policy must contain a section, which sets out our approach to cumulative impact. This can either be that we do not at present have such a policy (as indicated in our existing policy dated January 2005) or that, having undertaken the steps identified in paragraphs 3.5 – 3.6 it is considered that a Cumulative Impact Policy be included in the Statement of Licensing Policy.

## **6. CONCLUSIONS**

- 6.1 We are committed to providing a policy showing how the Council will administer its duties under the Act. We want the policy to meet the needs of all parties, yet have regard for government guidance. This report provides the opportunity for the public to be involved in the process of reviewing our policy and input towards the decision on whether or not to include a cumulative impact policy.

## **7. IMPLICATIONS**

### **(a) Financial Implications**

Provision has been made in the Council's budget to review the policy. The Council will meet the cost of consultation.

**(b) Staffing Implications**

There are no additional staffing implications. Budget provision has been made for the review of the policy.

**(c) Equal Opportunities Implications**

The deregulation of licensing hours was aimed to provide more freedom to the leisure and hospitality trade, which has to be balanced by the requirements of residents for a safe and nuisance free environment. We are undertaking wide consultation in an endeavour to reach all affected parties.

**(d) Environmental Implications**

The legislation is designed to modernise the licensing function and make the leisure industry more readily available to the public. The legislation sets out four licensing objectives to be followed and provides certain checks and balances to protect the local environment and community.

**(e) Community Safety**

The Government hoped that by removing licensing conditions (eg set licensing hours, zoning etc.) deregulation would encourage sensible alcohol consumption and reduced crime and disorder. Later enhancements to the government guidance have particularly focussed on community safety. If satisfied that the number and density of licensed premises are undermining the licensing objectives, a cumulative impact policy would provide a more robust framework against which the council could refuse new or major variations of premises licenses.

**BACKGROUND PAPERS:** The following are the background papers that were used in the preparation of this report:

Statement of Licensing Policy

To inspect these documents contact Christine Allison on extension 7899.

The author and contact officer for queries on the report is Christine Allison on extension 7899.

# CAMBRIDGE CITY COUNCIL STATEMENT OF LICENSING POLICY



Cambridge is a unique blend of market town, sub-regional centre, national and international tourist attraction and centre of excellence for education and research. It is a city of great beauty and is renowned for the unique qualities of its streets, spaces and buildings.

Cambridge City Council (the Licensing Authority), in association with local partnerships, wants Cambridge to be vibrant, socially mixed, safe, convenient and enjoyable, where all residents feel integrated into the life of the City and a part of its success.

It is recognised that licensed entertainment provides a valuable contribution towards the economy of Cambridge and we seek to balance the needs of local business holders and licensees, whilst protecting those of local residents.

## 1. Introduction

1.1 This Licensing Policy Statement has been produced in accordance with the requirements of the Licensing Act 2003 ('the Act') and is in line with guidance issued under Section 182 of the Act.

1.2 The policy relates to all those licensing activities identified as falling within the provisions of the Act, namely: -

- Retail sale of alcohol
- Supply of alcohol by or on behalf of a club, or to the order to a member of the club
- The provision of regulated entertainment
- The provision of late night refreshment

1.3 Nothing in this policy prevents each licence application being considered

on its own merits nor will undermine any person from applying for a variety of permissions under the Act.

1.4 The Licensing Authority may depart from this policy if the individual circumstances of any case merit such a decision in the interest of the promotion of the licensing objectives. Full reasons will be given for departing from the policy.

## 2. Objectives

2.1 The Licensing Authority has a duty under the Act to carry out its licensing functions by promoting the licensing objectives, which are: -

- The prevention of crime and disorder
- Public safety
- The prevention of public nuisance, and
- The protection of children from harm.

Each objective has equal importance.

2.2 In carrying out its licensing functions, the Licensing Authority must also have regard to the licensing objectives, its Policy Statement and any statutory guidance under the Act and is bound by The Human Rights Act 1998. The Council must also fulfill its obligations under section 17 of the Crime and Disorder Act 1998 to do all that it reasonably can to prevent crime and disorder in Cambridge.

2.3 It is recognised that the licensing function is only one means of securing the delivery of the above objectives and should not be seen as a means for solving all problems within the community. However, the licensing function is an important means of achieving the objectives. The Licensing Authority will continue to work in partnership with its neighbouring authorities, the police, other agencies, local liaison groups, businesses and

individuals towards the achievement of the licensing objectives through good practice.

- 2.4 The Licensing Authority will expect individual applicants to address the licensing objectives in their Operating Schedule having regard to the type of premises, the licensable activities to be provided, the operational procedures, the nature of the location and the needs of the local community. The Operating Schedule must contain sufficient information to enable any responsible authority or any interested party to assess whether the steps being taken to promote the licensing objectives are satisfactory. Applicants are specifically referred to Annexes D – ~~G-H~~ of the Guidance issued by the Secretary of State under section 182 of the Licensing Act 2003. These Annexes set out pools of conditions relating to each of the licensing objectives. Applicants are encouraged to consider the conditions and include such of them as are relevant in their operating schedule. The Guidance is at [www.culture.gov.uk](http://www.culture.gov.uk).

### 3. Consultation

- 3.1 In preparing this policy statement the Licensing Authority has consulted with the following:

- the Chief Officer of Police for Cambridgeshire
- the Chief Officer of the Cambridgeshire Fire and Rescue Service
- bodies representing local holders of premises licences
- bodies representing local holders of club premises certificates
- bodies representing local holders of personal licences
- bodies representing businesses and residents in the City of Cambridge
- the child protection agency
- other organisations as appear to the Licensing Authority to be affected by licensing matters, including local community, cultural, educational and entertainment organisations.

- 3.2 We have considered the views of all those consulted prior to determining this policy.

## 4. Fundamental Principles

- 4.1 Licensing is about regulating licensable activities on premises, such as qualifying clubs, pubs and temporary events which fall within the terms of the Act. Any conditions imposed will focus on matters that individual licensees and others in possession of relevant authorisations are able to control.
- 4.2 In addressing these matters, the Licensing Authority will primarily focus on the direct impact the activities taking place at the licensed premises will have on those living, working or engaged in normal activity in the area concerned.
- 4.3 Licensing law is not the primary mechanism for the general control of nuisance and anti-social behaviour by individuals once they are away from the licensed premises and, therefore, beyond the direct control of the individual, club or business holding the licence, certificate or permission concerned. Nonetheless, it is a key aspect of such control and licensing law will always be part of a holistic approach to the management of the evening and night-time economy in Cambridge.

## 5. The cumulative impact of a concentration of licensed premises

- 5.1 Cumulative impact is the potential impact on the promotion of the licensing objectives of a significant number of licensed premises concentrated in one area e.g. the potential impact on crime and disorder or public nuisance.
- 5.2 The cumulative impact of licensed premises on the promotion of the licensing objectives is a matter which the Licensing Authority can take into account. This should not, however, be confused with 'need' which concerns the commercial demand for a particular type of premises eg, a pub, restaurant or hotel. The issue of 'need' is therefore primarily a matter for the market to decide and does not form part of this licensing policy statement.

~~5.3 Having considered the available evidence and undertaken consultation, the Licensing Authority considers that there is no particular part of Cambridge causing a cumulative impact on any of the licensing objectives at the present time.~~

5.4~~3~~ The Licensing Authority can only adopt a special policy on cumulative impact if there is evidence that a significant number of licensed premises concentrated in one area is causing a cumulative impact on one or more of the licensing objectives. The Licensing Authority will keep the situation as to whether an area is nearing this point under review.

5.5~~4~~ The absence of a special policy does not prevent any responsible authority or interested party making representations on a new application for the grant of a licence on the grounds that the premises will give rise to a negative cumulative impact on one or more of the licensing objectives in a particular area.

#### Option 1 (as at present)

~~5.5 Having considered the available evidence and undertaken consultation, the Licensing Authority considers that there is no particular part of Cambridge causing a cumulative impact on any of the licensing objectives at the present time.~~

#### Or Option 2

~~5.5 Having considered the available evidence and undertaken consultation, the Licensing Authority considers that it is appropriate and necessary to include an approach to cumulative impact. The Licensing Authority is therefore adopting a special policy whereby if a relevant representation regarding cumulative impact on the licensing objectives is received in relation to an application for a new premises licence or club premises certificate or material change of such, within the area designated as a cumulative Impact zone, the Licensing Authority will refuse to grant the application unless the applicant can demonstrate that it will not add to the cumulative impact.~~

5.6 Once away from the licensed premises, a minority of consumers will behave badly and unlawfully. However, there



are other mechanisms, both within and outside the licensing regime, that are available for addressing such issues. For example:

- planning controls
- positive measures to create a safe and clean environment in partnership with local businesses, transport operators and others
- the provision of CCTV and ample taxi ranks
- powers to designate parts of the city as places where alcohol may not be consumed publicly
- confiscation of alcohol from adults and children in designated areas
- police enforcement of the law with regard to disorder and anti-social behaviour, including the issuing of fixed penalty notices
- police powers to close some premises for up to 24 hours on the grounds of disorder, the likelihood of disorder or excessive noise
- the power of police, local businesses or residents to seek a review of the licence or certificate
- enforcement action against those selling alcohol to people who are drunk.

5.7 The above can be supplemented by other local initiatives that similarly address these problems, for example, through the Cambridge Community Safety Partnership in line with the strategic objectives for crime and disorder reduction within the City.

If option 2 is preferred, a new Cumulative Impact Policy section will be inserted here which will include a map and details of the area(s) covered.

## 6. Licensing Hours

6.1 Longer licensing hours for the sale of alcohol avoids concentrations of customers leaving premises simultaneously which reduces the potential for disorder and disturbance. Licensing hours should not inhibit the development of a thriving

and safe evening and night-time economy. This is important for investment, local employment, tourism and local services associated with the night-time economy.

6.2 Shops, stores and supermarkets will generally be permitted to provide sales of alcohol for consumption off the premises at any times when the retail outlet is open for shopping, unless there are **very** good reasons based on the licensing objectives, for restricting those hours, for example, a limitation may be appropriate following police representations in the case of shops known to be a focus of disorder and disturbance.

6.3 The Licensing Authority will deal with the issue of licensing hours on the individual merits of each application. When issuing a licence, stricter conditions on noise control are likely to be imposed in the case of premises which are situated in predominantly residential areas. However, this should not limit opening hours without regard to the individual merits of any application.

## 7. Children and Licensed Premises

7.1 There are a great variety of premises for which licences may be sought including theatres, cinemas, restaurants, pubs, nightclubs, cafes, take aways, community halls and schools. Access by children to any premises will not be limited unless it is considered necessary for the prevention of physical, moral or psychological harm to them.

7.2 Conditions requiring the admission of children to any premises cannot be attached to licences or certificates. Where no licensing restriction is necessary, this should remain a matter for the discretion of the individual licensee or club or person who has been given a temporary event notice.

7.3 When deciding whether to limit access to children, the Licensing Authority will consider each application on its merits. Particular areas that will give rise to concern in respect of children, would include premises –

- where entertainment or services of an adult or sexual nature are commonly provided
- where there is a strong element of gambling on the premises
- with a known association with drug taking or dealing
- where there have been convictions of members of the current staff at the premises for serving alcohol to minors or with a reputation for underage drinking
- where the supply of alcohol for consumption on the premises is the exclusive or primary purpose of the services provided at the premises.

7.4 The range of alternatives which may be considered for limiting access to children where that is necessary for the prevention of harm to children are:

- limitations on the hours when children may be present
- age limitations (below 18)
- limitations on the exclusion of the presence of children under certain ages when particular specified activities are taking place
- requirements for accompanying adults
- full exclusion of those people under 18 from the premises when any licensable activities are taking place
- limitations on the parts of premises to which children might be given access.

7.5 In the case of premises which are used for film exhibitions conditions will be imposed restricting access only to those who meet the required age limit in line with any certificate granted by the British Board of Film Classification or, in specific cases, a certificate given to the film by the Council itself.

7.6 The Licensing Authority recognises [the Office of Children and Young People's Services \(Social Care\)](#) Cambridgeshire [County Council Social Services](#) as being competent to advise on matters relating to the protection of children from harm.

7.7 The Licensing Authority commends the Portman Group Code of Practice on the Naming, Packaging and Promotion of Alcoholic

Drinks. The Code seeks to ensure that drinks are packaged and promoted in a socially responsible manner and only to those who are 18 years old or older.

## 8. Licence Conditions

8.1 A key concept of the Act is for conditions to be attached to licences and certificates, which are tailored to the individual style and characteristics of the premises and events concerned. This is essential to avoid the imposition of disproportionate and overly burdensome conditions on premises where there is no need for such conditions.

8.2 The Licensing Authority cannot attach conditions to premises licences and club premises certificates unless they are considered necessary for the promotion of the licensing objectives. Neither can the Licensing Authority attach conditions unless it has received a relevant representation. Conditions will generally be considered unnecessary if they are already adequately covered by other legislation.

8.3 Where appropriate, the Licensing Authority will draw upon pools of conditions issued under the Act and attach necessary and proportionate conditions (see paragraph 2.4).

8.4 The model conditions cover, among other things, issues surrounding –

- crime and disorder,
- public safety (including fire safety and means of escape)
- theatres and cinemas (promotion of public safety)
- public nuisance
- protection of children from harm.

8.5 Crime Prevention: conditions attached to premises licences and club premises certificates will, so far as possible, reflect local crime prevention strategies e.g. the provision of closed circuit television cameras in certain premises.

8.6 In deciding what conditions should be attached to licences and certificates to promote the licensing objectives, the Licensing Authority will be aware of the need to avoid measures which might deter live music, dancing or theatre by imposing indirect costs of a substantial nature.

8.7 Applicants should consider the measures which they propose to control noise nuisance from the premises or from departing customers. Depending on the individual circumstances, this may include:

- Sound limitation devices
- Acoustic lobbies
- Double glazing
- Noise insulation
- Notices requesting customers to leave quietly
- A dedicated taxi service
- Use of door supervisors at exit points
- A winding down period during which music is turned down and lights up, alcohol service ceases and sales of food and hot and cold soft drinks continues and requests are made for customers to leave quietly.

9. Integrating Strategies and the avoidance of duplication

9.1 By consultation and liaison, the Licensing Authority will secure the proper integration of this licensing policy with local crime prevention, planning, transport, tourism, race equality and equal opportunity schemes, cultural strategies and any other plans introduced for the management of the city and the night-time economy. Many of these strategies directly impact upon the four licensing objectives.

- 9.2 Transport: Where any protocols to be agreed with the police identify a particular need to disperse people from the city swiftly and safely to avoid concentrations which could lead to disorder and disturbance, the Licensing Authority will aim to inform those responsible for providing local transportation so that arrangements can be made to reduce the potential for problems to occur.
- 9.3 Tourism, employment, planning and building control: The Council's Licensing Committee will receive, when appropriate, reports on -
- the needs of the local tourist economy for the area to ensure that these are reflected in their considerations
  - the employment situation in the area and the need for new investment and employment where appropriate.
- 9.4 Planning, building control and the licensing regimes will be separated to avoid duplication and inefficiency. Licensing applications should not be a re-run of the planning application and should not cut across decisions taken by the planning committee or following appeals against decisions taken by that committee. When a terminal hour has been set as a condition of planning permission that is different from the licensing hours, the earlier closing time must be observed.
- 9.5 So far as is possible, the policy is not intended to duplicate existing legislation and regulatory regimes that already place obligations on employers and operators.
- 9.6 Cultural strategies: The Licensing Authority will monitor the impact of licensing on the provision of regulated entertainment, and particularly live music and dancing. As part of implementing cultural strategies, proper account will be taken of the need to encourage and promote a broad range of entertainment, particularly live music, dancing, circus activity, street art and theatre, including the performance of a wide range of traditional and historic plays for the wider cultural benefit of the community which also balances the evening economy. The Licensing Authority will balance the prevention

- of disturbance in neighbourhoods with these wider cultural benefits, particularly the cultural benefits for children.
- 9.7 The absence of cultural provision in any area can lead to young people being diverted into anti-social activities that damage local communities and the young people involved themselves.
- 9.8 To ensure that cultural diversity thrives, the Council will consider seeking premises licences from the Licensing Authority for public spaces within the community in its own name.
- 9.9 Promotion of Racial Equality: The Race Relations Act 1976, as amended by the Race Relations (Amendment) Act 2000, places a legal obligation on public authorities to have due regard to the need to eliminate unlawful discrimination; and to promote equality of opportunity and good relations between persons of different ethnicity.
- 9.10 Applicants will be encouraged to make themselves aware of any relevant planning and transportation policies, tourism and cultural strategies or local crime prevention strategies and to have taken these into account, where appropriate, when formulating their Operating Schedule.
10. Enforcement
- 10.1 The Licensing Authority intends to establish protocols with the police and any other relevant enforcement body on enforcement issues. These protocols will provide for the targeting of agreed problem and high-risk premises, which require greater attention, while providing a lighter touch approach in respect of low risk premises which are well run.
- 10.2 In general, action will only be taken in accordance with the Council's enforcement policy, which reflects the agreed principles, which are consistent with the Enforcement Concordat policy. To this end, the key principles of consistency, targeting, transparency and proportionality will be maintained.

## 11. Administration, exercise and delegation of functions

11.1 The functions of the Licensing Authority under the Act may be carried out by the Licensing Committee, by a Sub-Committee or by one or more officers acting under delegated authority.

11.2 Many of the decisions and functions will be largely administrative in nature. In the interests of speed, efficiency and cost-effectiveness these will, for the most part, be delegated to officers.

## 12. Effective Date and Review

12.1 This policy statement will take effect on 7<sup>th</sup> January 20058.

12.2 The policy statement will be kept under review and will remain in existence for a period of up to 3 years. It will be subject to review and further consultation before 7<sup>th</sup> January 200811.

## 13. Contact details, advice and guidance

13.1 Applicants can obtain further details about the licensing application process, including application forms from:

website: [www.cambridge.gov.uk](http://www.cambridge.gov.uk)  
e-mail: [alcent.licensing@cambridge.gov.uk](mailto:alcent.licensing@cambridge.gov.uk)  
telephone: 01223 457879/457899  
fax: 01223 457909  
office location: Licensing, Environmental Services, Cambridge City Council, Mandela House,  
4, Regent Street, Cambridge, CB2 1BY

Responsible Authorities are: - (for sending copies of applications)

### **The Chief Officer of Police**

The Chief Officer, Cambridgeshire Constabulary, Southern Division,  
Police Station, Parkside, Cambridge, CB1 1JG  
Telephone: 01223 823397 Fax: 01223 823232



**The Fire Authority**

The Chief Fire Officer, Cambridgeshire Fire & Rescue Service, Cambridge Fire Station, Parkside, Cambridge, CB1 1JF.

Attention: Licensing

Telephone: 01223 376200 Fax: 01223 376229

e-mail: [alanpi@cambsfire.gov.uk](mailto:alanpi@cambsfire.gov.uk)

**Health & Safety**

The Food & Occupational Safety Team, Environmental Services, Cambridge City Council, Mandela House, 4, Regent Street, Cambridge, CB2 1BY

Telephone: 01223 457900 Fax: 01223 457909

e-mail: [env.health@cambridge.gov.uk](mailto:env.health@cambridge.gov.uk)

**Planning**

Environment & Planning, Cambridge City Council, The Guildhall, Cambridge, CB2 3QJ

Telephone: 01223 457100 Fax: 01223 457109

e-mail: [planning@cambridge.gov.uk](mailto:planning@cambridge.gov.uk)

**Environmental Services**

The Environmental Protection Manager, Environmental Services, Cambridge City Council, Mandela House, 4, Regent Street, Cambridge, CB2 1BY

Telephone: 01223 457890 Fax: 01223 457909

e-mail: [env.health@cambridge.gov.uk](mailto:env.health@cambridge.gov.uk)

**Child Protection**

Audit Manager, Child Protection and Review Unit, Licensing Applications, Box SS1035, 18-20 Signet Court, Swann's Lane, Cambridge, CB5 8LA

Telephone: 01223 718637 Fax: 01223 718153

e-mail: [peter.wilson@cambridgeshire.gov.uk](mailto:peter.wilson@cambridgeshire.gov.uk)

**Trading Standards**

Cambridgeshire County Council, PO Box 450, Cambridge City, CB3 6ZR

e-mail: [trading.standards@cambridgeshire.gov.uk](mailto:trading.standards@cambridgeshire.gov.uk)

In addition, for vessels:

**Environment Agency**

The Team Leader, Great Ouse & Stour Waterways, The Environment Agency, Kingfisher House, Goldhay Way, Orton Goldhay, Peterborough, PE2 5ZR.

Telephone: 01733 464072

e-mail: [enquiries@environment-agency.gov.uk](mailto:enquiries@environment-agency.gov.uk), quoting Great Ouse & Stour Waterways

**Conservators of the River Cam**

Clerks to the Conservators of the River Cam, Archer & Archer Solicitors  
Clerks, Market Place, Ely, Cambridgeshire, CB7 4QN  
Telephone: 01353 662203 Fax: 01353 667714  
e-mail: info@archerandarcher.co.uk

**Maritime & Coastguard Agency**

Surveyor in Charge, Harwich Marine Office, Maritime & Coastguard  
Agency, East Terrace, Walton-on-Naze, Essex, CO14 8PY

This policy can be made available in large print on request and similarly translations can be made available in a variety of languages. Please contact us for further help or assistance.

The Council, Police and Fire Authorities will be willing to give advice and guidance to applicants.

The Licensing Authority will be publishing a further document to accompany this policy from which applicants will be able to obtain additional details about the licensing application process.

Informal discussion is encouraged prior to the application process in order to resolve any potential problems and avoid unnecessary hearings and appeals.

**Violent Crime and Anti-Social Behaviour in Cambridge City**  
**Sector**  
**April 2004 to March 2007**

**Background**

On the 30<sup>th</sup> of May 2007 a meeting was held between the Head of environmental services for Cambridge City, Inspector Porter and Constable Sinclair.

This follows an earlier meeting between the Divisional Commander and senior local authority officers to consider the possible identification of cumulative impact zones and alcohol disorder zones within the city. The identification of such zones allows local authorities to use primary legislation to designate areas where presumptions effectively barring future licensing applications or significant variance can be established: additionally if these areas are designated as disorder zones they may attract funding for remedial action.

**Purpose**

This analysis, coupled with a formal request from the Police for the council to consider a cumulative impact area(s) will be used for public consultation and to inform the authority's eventual decision.

**Summary**

Cambridge City centre is suffering a disproportionate amount of violent crime and ASB for its geographical size. Temporal analysis shows this can be linked to the night time economy. A Cumulative Impact area in the City Centre has been identified which incorporates 90% of ASB and violent crime.

In addition to this, the area around the Old Cattle Market should also be considered for a cumulative impact zone. (see Map 2). This is because the numbers of offences there are increasing and it is suffering a disproportionate amount in comparison with its geographical size.

**Link between the night-time economy and violence and ASB**

The night-time economy is a setting in which violent crime commonly occurs. Incidents are often clustered within small, well-defined areas of late night entertainment districts and can sometimes be linked to specific premises.

A substantial proportion of this violence involves people who have been drinking<sup>1</sup>.

National research shows that:

- In nearly half (44%) of all violent incidents, victims believed offenders to be under the influence of alcohol.
- This figure rose to 54% in cases of 'stranger violence'<sup>2</sup>.

**Table to show the number of violent crimes and anti-social behaviour incidents in the 3 requested areas over the period.**

Location	Offence	2004/2005	2005/2006	2006/2007	Total
City Centre	Violent Crime	389	597	762	1748
	ASB	721	1490	1979	4190
	<b>Total</b>	<b>1110</b>	<b>2087</b>	<b>2741</b>	<b>5938</b>
Old Cattle Market Area	Violent Crime	76	76	70	222
	ASB	153	199	288	640
	<b>Total</b>	<b>229</b>	<b>275</b>	<b>358</b>	<b>862</b>
Cambridge City Sector	Violent Crime	3114	2254	2471	7839
	ASB	7060	7191	9350	23601
	<b>Total</b>	<b>10174</b>	<b>9445</b>	<b>11821</b>	<b>31440</b>

(Please note that figures provided do not include offences of criminal damage).

- Between 2004 – 2007 the number of offences committed within the City Centre increased by 146%.
- 19% of all violent crime and ASB that occur within Cambridge City Sector take place in the City Centre. This is disproportionate, considering that geographically the City Centre comprises only 4% of Cambridge City Sector.<sup>3</sup>
- 3% of violent crime and ASB occurs at the Old Cattle Market Area, again this is disproportionate considering the geographical size of the area.
- The number of offences committed within the City Centre and Old Cattle Market area is increasing year on year at a higher rate than offences across Cambridge City Sector.

<sup>1</sup> Findings 214, Violence in the night--time economy: key findings from the research. 2004.

<sup>2</sup> Figures from British Crime Survey 2005/2006, taken from [www.homeoffice.gov.uk](http://www.homeoffice.gov.uk)

<sup>3</sup> Cambridge City Sector 4070 Hectares; Market Ward 169 Hectares

- 71% of the incidents reported were given the final call type of rowdy or inconsiderate behaviour<sup>4</sup>.
- After the changes to the pub licensing laws offence levels fell for a couple of months, however they then climbed to a level higher than prior to the changes.

### **Cambridge City Centre**

- 58% of violent crimes and 54% of anti-social behaviour incidents occur over the weekend (Friday, Saturday and Sunday), which can be associated with the night time economy and drinking in the City Centre.
- Violent crimes and ASB peaked between 7pm – 1am which again is associated with the night time economy.
- The most commonly occurring violent crime types were ABH, common assault and harassment causing alarm or distress. It is low level violent offences such as these which are most commonly associated with the night time economy.

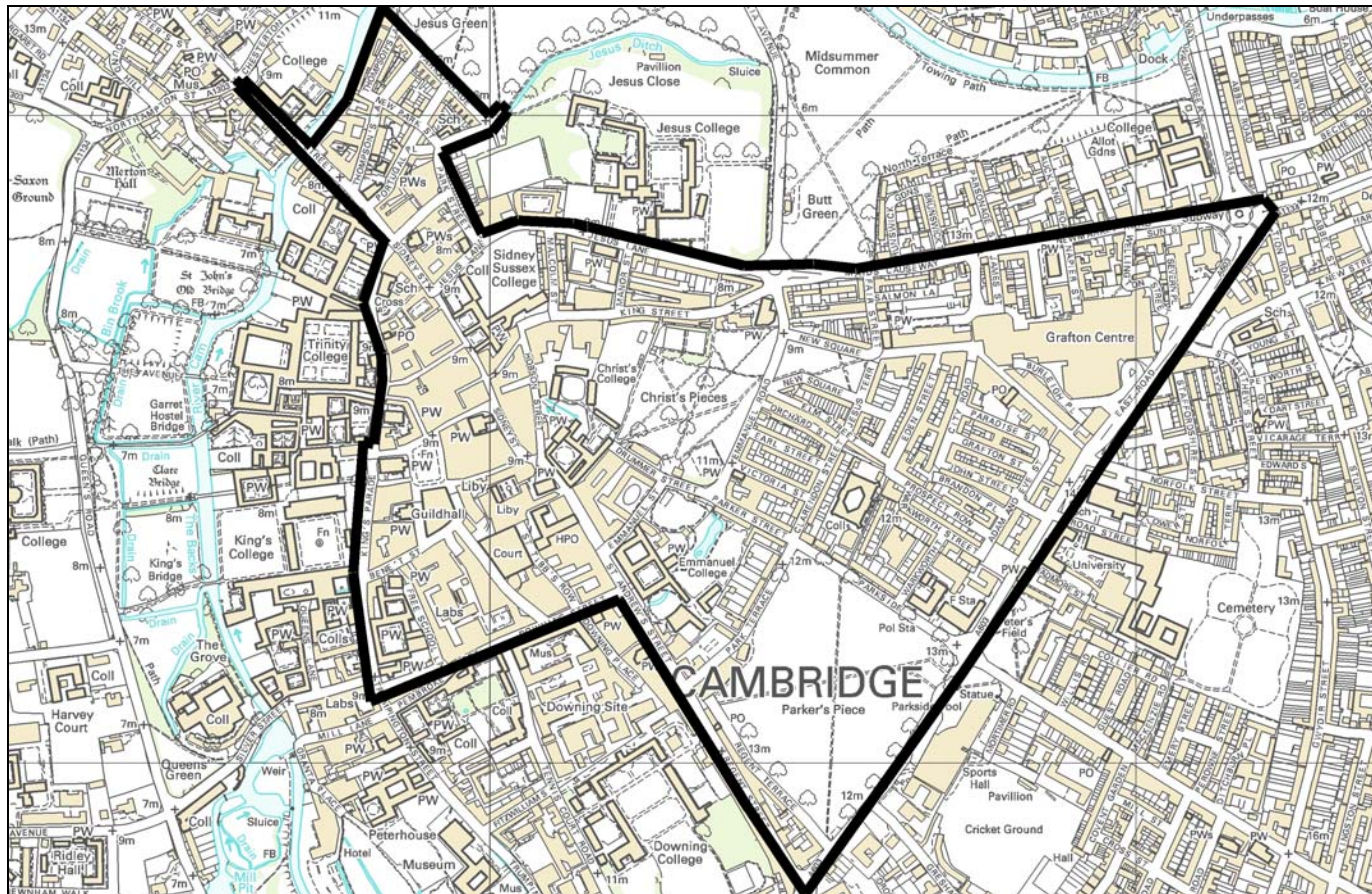
### **Area highlighted as a potential cumulative impact zone**

The City Centre is the hotspot for offences within the whole of Cambridge City. This led to the identification of a cumulative impact area outlined on Map 1. Approximately 90% of all violence and 91 % of ASB within the city centre occurs within the area in Map 1 (this includes both sides of the road boundaries).

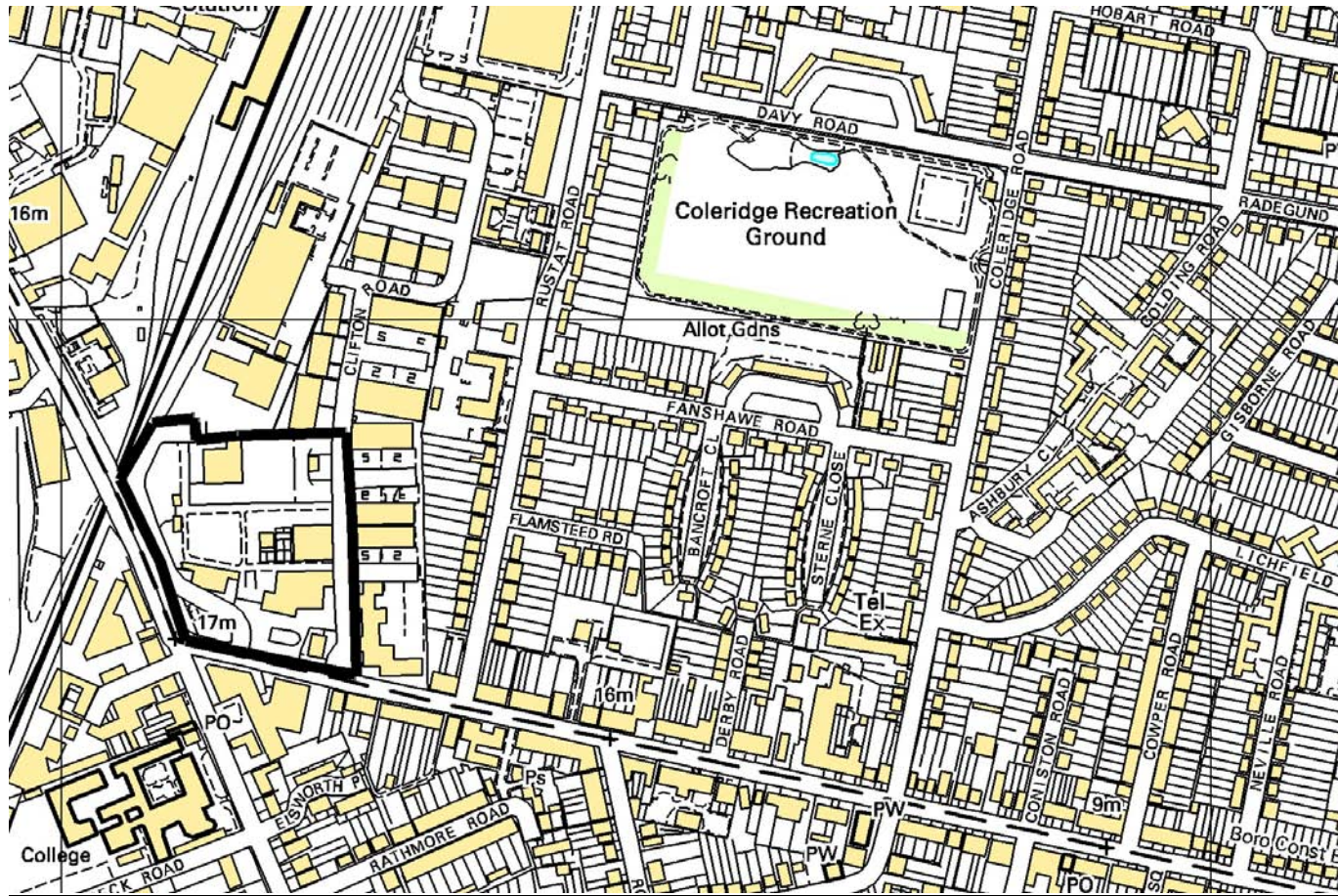
- This area contains all of the City Centre Nightclubs, including: Ballare, Twentytuos, the Fez club, the Soul Tree and the Kamar.
- Included within the area are also a number of the bars and pubs in the city centre, including: the Regal, the Bath House, the Cow, the B Bar, Ta Bouche and the Slug and Lettuce.
- The main taxi rank is located on Sidney Street.
- Two night time fast food vendors operate on the Market Square, with the Fez Club, Ta Bouche and the B bar located on Market Passage.

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<sup>4</sup> Reports of rowdy behaviour and general nuisance in a public place or in any place to which the public have access. Not to be used in circumstances that amount to a domestic incident or notifiable crime. The category will include: shouting and swearing; rowdy noisy behaviour; drunken behaviour; climbing on buildings, throwing stones, letting down tyres, playing football or other 'games' in inappropriate areas, urinating in public, impeding access to communal areas. (summary of NSIR category description)



**Map 1: Cumulative Impact Area City Centre**



**Map 2: Cumulative Impact  
Area Old Cattle Market**

**CONSULTATION QUESTIONNAIRE**  
**LICENSING ACT 2003**



**Consultation on the review of Cambridge City Council's Statement of Licensing Policy and the adding of a special policy on Cumulative Effect.**

**Your Name:**

.....

**Address:**

.....

**Contact Number:**

.....

**E-mail address:**

.....

**Name of organisation or association if replying on behalf of:**

.....  
.....

**Question 1**

**Do you believe that it is appropriate and necessary for the Council to establish a Cumulative Impact Policy in the areas specified by Cambridgeshire Constabulary?**

**Yes..... No.....**

**If no please comment:**

--

**Question 2**

**Do you accept the evidence provided by Cambridgeshire Constabulary?**

**Yes..... No.....**



**If no please comment:**

**Question 3**

**Do you feel that the introduction of such a policy will reduce violent crime and disorder?**

**Yes..... No.....**

**If no please comment:**

**Question 4**

**Is the current situation within the areas proposed by the police acceptable?**

**Yes..... No.....**

**If no please comment on the licensing/alcohol related problems/issues you perceive in these areas:**

**Question 5**

**Do you have any additional comments or alternative suggestions regarding cumulative impact?**

**Yes..... No.....**

**If yes, please comment:**

**Question 6**

**Do you have any additional comments and/or comments on the other changes proposed in the document?**

**Yes..... No.....**

**If yes please comment:**

**We hope you found this questionnaire useful to complete and welcome any other comments you may have. Your opinion and view is important to us so we thank you for taking the time to consider the draft review of the policy and for your response. We will consider all comments received. The Council is unable to give an individual written response to each questionnaire, however we will publish the results.**

**Please return your completed questionnaire by September 2007 to:**

**The Licensing Officer, Environmental Services, Mandela House, 4, Regent Street, Cambridge, CB2 1BY.**

**Report by:** Head of Policy and Projects

**To:** West/Central Area Committee

30 August 2007

**Wards:** Castle, Newnham, and Market

<b>Update on Environmental Improvements Programme</b>
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<b>Decisions to be made: -</b>
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**Parker's Piece lighting:** *To proceed with the works.*

**Auckland Road/Parsonage Street:** *To proceed with the works following public consultation.*

**1 BUDGET**

The funding remaining for 2007-2008 to this committee is **£92,270.00**

**2 APPROVED SCHEMES – PROGRESS**

**Burleigh Street Lighting**

- 2.1. All the new lights are in the ground. The three nearest the Grafton Centre have private cabling, and are working. The two nearer East Road are not working yet because we are waiting for EDF to set up the cabling. The existing two original lights are on a temporary supply and can be lifted out when the two new ones are live.

**Elizabeth Way underpass**

- 2.2 The planting will be reviewed following installation of the lighting feature. The design for the Central Lighting and CCTV Feature has been finalised and ordered. Construction is due to start in mid September.

**Windsor Road traffic calming**

- 2.3 The planting has been completed.

### 3 RECENTLY PROPOSED SCHEMES

#### Sussex Street

- 3.1 The granite setts at the base of both trees are not loose. Our engineers will continue to keep an eye on them. There will be no further action.

#### Parker's Piece lighting

- 3.2 The cost of two bracket lights mounted on the front corners of Hobbs Pavilion is £2,040. The costs of maintenance for City owned lights is not certain.

**Recommendation:** *It is officer recommendation that we proceed with the works following notification to local residents and businesses.*

#### Lighting on Mud Lane

- 3.3 We are waiting for confirmation from the Land Registry on land ownership, of properties adjacent to Peterhouse properties. We can then do consultation on the potential for a Permissive Path agreement for lighting under the archway. Officers will progress.

#### Retaining wall between Auckland Road and Parsonage Street, Midsummer Common

- 3.4 A resident has come forward with an Environment Improvement for the area between Auckland Road and Parsonage Street. The project would include re-rendering the retaining wall, replacing paving, tidying the verge, erecting cast-iron fencing, and replacing a damaged street light with one which has more character.
- Following a burst water pipe underneath the wall, it has now been re-rendered.
  - The existing paving has historical significance because the large concrete slabs date from the 1920s, and are different to the more urban character of the paving in front of the houses in North Terrace. To refurbish the existing paving, including cutting back and tidying the verge and smoothing out trip hazards, would cost **£3,500**.
  - Cast-iron fencing is right for the more urban character of North Terrace but would be inappropriate sited next to the edge of the path in front of the Brunswick cottages because of the high wall and more rural vista onto the common. The cast iron fencing would cost £200/m for approximately 103m. The total cost would be approximately **£20,600**.
  - The two existing highway lighting columns could be changed to something more characterful. It would cost approximately **£2000** per column to change them.

***Recommendation:*** *It is officer recommendation that we proceed with the works following public consultation.\**

#### **4 PINCH POINTS**

- 4.1 Each pinch point has been assessed individually in order to avoid conflict of access between users on blind corners. Where visibility is adequate, pinch points will be removed entirely. Where visibility is poor, there may be an opportunity to alter or replace chicanes. A summary of the West Central pinch points can be seen in Appendix 1. Also see the revised “*Strategy for Removal of Pinch Points on Paths to comply with the Disability Discrimination Act 2005 (DDA)*” in Appendix 2 recently sent to all City Councillors. Bollard tops could also be painted white to make them more visible to partially sighted people.

***Recommendation:*** *It is officer recommendation that we proceed with altering/removing the pinch points listed in Appendix 1.*

\* In order to save time between Area Committee Meetings, it is suggested that if the consultation proved that local residents are in favour of a scheme, that the project should be constructed as soon as possible. The criteria to judge if the consultation is in favour will be as follows: 85% or over of returned comments must be a positive response. Results below 85% will be returned to Area Committees for decision. Area Chairs and Spokes will be informed informally (via email) of the consultation results in order to finalise authorisation for budget expenditure. The full results of the consultations will be provided to the next Area Committee meeting.

## APPENDIX 1 : RECOMMENDATIONS FOR REMOVAL OF PINCH POINTS

### 1 : Orchard Street



No cross pedestrian traffic – no visibility issues

**Remove left hand post & arm plus the left hand side arm of the centre post or consider removing all posts. Store posts for re-use in future.**

(Retention of post and arms in the centre and on the RHS may not serve any purpose)

## 2 : Christ's Pieces/Short Street



No visibility issues

**Remove third post from left hand side. Remove all arms.**

### 3 : Pike's Walk/King Street



No visibility issues

**Remove centre post and store for re-use in future.**



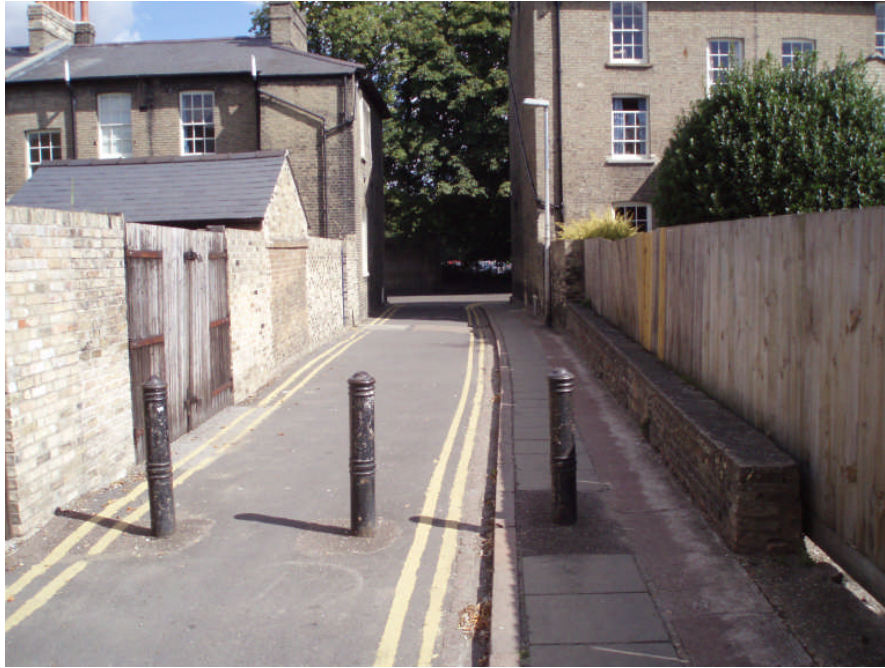
#### 4 : Milton's Walk



No visibility issues

**Remove centre post and store for later re-use.**

**5 : Belmont Place**



No visibility issues

**Remove right hand side post and store for later re-use.**

**6 : Christchurch street**



**Remove post & arms, and consider erecting warning sign.**

(Cross pedestrian and cycle traffic – significant visibility issues)

## 7 : Parsonage Street/Midsummer Common



No visibility issues

**Narrow the pedestrian gate entrance on the right hand side by moving the posts and rail to widen the route over the cattle grid and alter the kerb alignment.**

## 8a : North Terrace



No visibility issues

**Construct a new 1.5m cattle grid to the right hand side of the railings and allow an opening in them. Re-use posts gained elsewhere.**

(Gate cannot be removed due to cattle security requirement)

**8b : North Terrace**



No visibility issues

**Construct new 1.5m cattle grid to the right hand side of railings and allow an opening in the railings. Re-use posts gained elsewhere.**

**8c : North Terrace**



No visibility issues

**Take out the centre post and store for later re-use.**

**9 : Jesus Green, Victoria Avenue, Fort St. George crossing access**



No visibility issues

**Subject to Active Communities agreement, remove the centre arm and reconfigure the posts to achieve 1.5m to admit electric buggies whilst still preventing unauthorised vehicle access.**



**10 : Jesus Green, Victoria Avenue, Snob Stream crossing access**



No visibility issues

**Subject to Active Communities agreement, reconfigure the posts to achieve 1.5m, to admit electric buggies whilst still preventing unauthorised vehicle access.**

**11 : Jesus Green, Lower Park Street, Snob Stream access**



No visibility issues

**Subject to Active Communities agreement, remove the centre post and store for later re-use.**

**12 : Jesus Green, Lower Park Street diagonal path access**



No visibility issues

**Subject to Active Communities agreement, remove the centre post and store for later re-use.**

**13 : Jesus Green, Park Parade, Portugal Street access**



No visibility issues

Retention of side arms direct cycles to centre of path

**Subject to Active Communities agreement, remove the centre post & arm and store for later re-use.**

## Appendix 2

### **STRATEGY FOR REMOVAL OF PINCH POINTS ON PATHS TO COMPLY WITH THE DISABILITY DISCRIMINATION ACT 2005 (DDA)**

Currently there are a significant number of alleyways and paths around the city which are impassable for some groups of people such as those using wheelchairs and mobility scooters or those with wide pushchairs. In order to open up these convenient routes and to comply with the Disability Discrimination Act 2005 (DDA), the City Council will be progressing the removal of pinch points throughout the city.

The removal of pinch points will allow easier access for small motorcycles and remove the speed reduction element with regard to cyclists. Consequently there has been some concern expressed that this may increase conflict between users to the detriment of vulnerable pedestrians, especially on paths with blind corners. We have therefore tried to formulate a strategy to deal with the possibility of inconsiderate users.

Every pinch point will be assessed individually in order to avoid conflict of access between users on blind corners.

Where visibility is adequate, pinch points will be removed entirely. Where visibility is poor, there may be an opportunity to alter or replace chicanes. All pinch points, whether to be removed or altered will be measured, photographed and presented to the relevant Area Committee for approval to remove/alter. If visibility is poor and the chicanes can be reconfigured, a proposal will be put forward. All proposals for removal of pinch points will be presented as a group of projects.

N.B. To allow access for mobility scooters, the ideal is a gap of 1.8m lengthways in between chicanes and a width of 1.5m to allow the necessary manoeuvrability for larger wheelchairs and mobility scooters. However, the majority of paths in Cambridge are only 1.8m wide or sometimes less. This restricted width means that if the 1.5m gap is allowed, then any sort of chicane will only be 300mm (1 ft.) wide making it ineffectual.

Each case will vary and there may be an opportunity to vary the configuration, e.g. narrow the gap for wheelchairs to 1.0m wide. If the configuration cannot be altered, the chicane will be removed entirely. Certainly where safety is of special concern with local members, a site visit can be arranged to assess options.

All schemes will be monitored for any reported problems that occur once the pinch points have been removed or altered.

The removal of access restrictions/pinch points throughout the city will be an ongoing activity.

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<b>Application Number</b>	07/0618/FUL	<b>Agenda Item</b>	8.1
<b>Date Received</b>	6th June 2007	<b>Officer</b>	Mr Marcus Shingler
<b>Target Date</b>	1st August 2007		
<b>Ward</b>	Market		
<b>Site</b>	23 Newmarket Road Cambridge Cambridgeshire CB5 8EG		
<b>Proposal</b>	Erection of a two storey dwelling house (3 bedrooms)		
<b>Applicant</b>	Mr Jeremy Ashworth 2B Over Road Willingham Cambridge Cb24 5EU		

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## **1.0 SITE DESCRIPTION/AREA CONTEXT**

- 1.1 The site is located on the north side of Newmarket Road on the corner of Auckland Road. 23 Newmarket Road is a large three-storey (with basement) end of terraced property. This property has recently been extended at the rear and converted into three flats. It has a walled rear garden with an existing vehicular access onto Auckland Road. There is an existing lime tree in the west corner of the garden adjacent to number 15 Auckland Road, protected by virtue of the Conservation Area.
- 1.2 The surrounding area is predominately residential in character. To the south, on the opposite side of Newmarket Road, is Christ Church and a doctor's surgery at number 20 Newmarket Road. To the north is a row of two-storey terraced houses and a development of flats called Bailey Mews.
- 1.3 The site is located within the Central Conservation Area and within the Controlled Parking Zone.

## **2.0 THE PROPOSAL**

- 2.1 Planning permission was granted in 2004 for a dwelling to the rear of Newmarket Road (C/04/0646). The dwelling proposed was a modern style flat roofed dwelling on a limited plot at the rear end of the garden. An application for a two-storey three bed roomed dwelling to the rear end of the garden of No. 23 was refused earlier this year (07/0148/FUL), since it was considered that the dwelling would be a

dominant and visually intrusive feature in the street scene, harmful to the character and appearance of the Conservation Area.

2.2 This current application reflects the style and design of that originally granted permission. The proposed dwelling is again sited to the rear end of the existing garden and measures 8.5m deep by maximum width of 8m and with a flat roof of height 5.4m from ground floor. The dwelling provides 3 bedrooms in total with parking for 1no. vehicle and provision for bins towards the south eastern boundary of the site. The existing wall to Auckland Road is shown as being retained.

2.3 The application is accompanied by the following supporting information:

1. Design & Access Statement

### 3.0 SITE HISTORY

Reference	Description	A/C, REF, W/D
C/03/1116/FP	Conversion of existing house into three flats and creation of two storey rear extension for access	A/C
04/0646/FUL	Erection of two-storey dwelling.	A/C
07/0148/FUL	Erection of a two-storey dwelling.	REF

### 4.0 PUBLICITY

4.1 Advertisement:	Yes
Adjoining Owners:	Yes
Site Notice Displayed:	Yes

### 5.0 POLICY

#### 5.1 Central Government Advice

5.2 **PPS1 Delivering Sustainable Development (2005):** Paragraphs 7 and 8 state that national policies and regional and local development plans (regional spatial strategies and local development frameworks) provide the framework for planning for sustainable development and for development to be managed effectively. This plan-led system, and the certainty and predictability it aims to provide, is central to planning and plays the key role in integrating sustainable development objectives. Where



the development plan contains relevant policies, applications for planning permission should be determined in line with the plan, unless material considerations indicate otherwise. It further states that *“ design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted.*

- 5.3** *PPG3 Housing (2000): Paragraph 1 states that new housing and residential environments should be well designed and should make a significant contribution to promoting urban renaissance and improving the quality of life. The guidance seeks to encourage a better mix in the size, type and location of housing, giving priority to re-using previously developed land within urban areas, in sustainable locations and in an efficient manner. It seeks to reduce car dependence and promote good design in order to create attractive, high quality living environments in which people will choose to live.*
- 5.4** *PPG13 Transport (2001): This guidance seeks three main objectives: to promote more sustainable transport choices, to promote accessibility to jobs, shopping, leisure facilities and services, by public transport, walking and cycling, and to reduce the need to travel, especially by car. Paragraph 28 advises that new development should help to create places that connect with each other in a sustainable manner and provide the right conditions to encourage walking, cycling and the use of public transport.*
- 5.5** *PPG15 Planning and the Historic Environment (1994): This guidance provides advice on the identification and protection of historic buildings, conservation areas and other elements of the historic environment.*
- 5.6** *Circular 11/95 – The Use of Conditions in Planning Permissions: Advises that conditions should be necessary, relevant to planning, relevant to the development permitted, enforceable, precise and reasonable in all other respects.*
- 5.7** *Circular 1/97 - Planning Obligations: Accepts that planning obligations may enhance the quality of development and enable proposals to go ahead which might otherwise be refused.*
- 5.8** **Cambridgeshire and Peterborough Structure Plan 2003**

- P1/2 Environmental restrictions on development
- P1/3 Sustainable development in built development
- P7/6 Historic Built Environment
- P8/1 Sustainable development – links between land use and transport

#### Planning Obligation Related Policies

- P6/1 Development-related Provision
- P8/2 Implementing Sustainable Transport for New Development

### 5.9 *Cambridge Local Plan 2006*

- 3/1 Sustainable development
- 3/4 Responding to context
- 3/7 Creating successful places
- 3/10 Subdivision of existing plots
- 3/11 The design of external spaces
- 3/12 The design of new buildings
- 4/4 Trees
- 4/11 Conservation Areas
- 5/1 Housing provision
- 8/6 Cycle parking
- 8/10 Off-street car parking

#### Planning Obligation Related Policies

- 3/8 Open space and recreation provision through new development
- 5/14 Provision of community facilities through new development
- 10/1 Infrastructure improvements (*transport, public open space, recreational and community facilities, waste recycling, public realm, public art, environmental aspects*)

### 5.10 **Supplementary Planning Documents**

**Cambridge City Council (May 2007) – Sustainable Design and Construction:** Sets out essential and recommended design considerations of relevance to sustainable design and construction. Applicants for major developments are required to submit a sustainability checklist along with a corresponding sustainability statement that should set out information indicated in the checklist. Essential design considerations relate directly to specific policies in the Cambridge Local Plan 2006. Recommended considerations are ones that the council would like to see in major developments.

Essential design considerations are urban design, transport, movement and accessibility, sustainable drainage (urban extensions), energy, recycling and waste facilities, biodiversity and pollution. Recommended design considerations are climate change adaptation, water, materials and construction waste and historic environment

## 5.11 Material Considerations

**Cambridge City Council (2004) – Planning Obligation Strategy:** Sets out the Council’s requirements in respect of issues such as public open space, transport, public art, community facility provision, affordable housing, public realm improvements and educational needs for new developments.

*Cambridge City Council (July 2004) – Guidance for the Interpretation and Implementation of the Open Space Standards: **Provides guidance for the interpretation and implementation of the City Council’s Open Space Standards.***

*Cambridge Historic Core – Conservation Area Appraisal (2005): **Provides an appraisal of the Historic Core of Cambridge.***

## 6.0 CONSULTATIONS

### **Cambridgeshire County Council (Engineering)**

- 6.1 Comments are awaited. These will be reported on the amendment sheet or verbally at the meeting.

### **Head of Environmental Services**

- 6.2 No objections subject to appropriate conditions.
- 6.3 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

## 7.0 REPRESENTATIONS

- 7.1 In total two letters of objection have been received from nearby occupiers at No. 1 Auckland Road and No. 21 Newmarket Road and verbal concern was also expressed by another neighbouring occupier (No. 14 Auckland Road) at the Officers site visit. The representations can be summarised as follows:

Loss of a mature lime tree;  
Impact on apple tree nearby and other shrubs;  
Design not in keeping with Conservation Area;  
Inappropriate infill development;  
Loss of privacy.

7.2 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

## **8.0 ASSESSMENT**

8.1 From the consultation responses and representations received and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Principle of development
2. Context of site, design and external spaces
3. Disabled access
4. Residential amenity
5. Refuse arrangements
6. Highway safety
7. Car and cycle parking
8. Third party representations
9. Planning Obligation Strategy

### **Principle of Development**

8.2 The provision of extra housing in the city is strongly supported in the Local Plan as set out in paragraph 5.1 of the Plan. The Government is committed to maximising the re-use of previously developed land, including the conversion and redevelopment of buildings for residential accommodation to minimise the amount of Greenfield land being taken for development.

8.3 Housing proposals are to be considered on their merits against policies and in light of the need for more housing in Cambridge. The principle of using this brownfield site for residential development is therefore considered to be acceptable and has already been established by the earlier grant of permission for a dwelling to the rear of the site in 2004 (C/04/0646/FP).

8.4 In my opinion, the principle of the development is acceptable.

## **Context of site, design and external spaces**

- 8.5 The proposed dwelling sits on a very limited plot but the principle of having a dwelling in this position has been established and although limited in terms of width and depth, I consider that a dwelling in the suggested position and plot size is acceptable. However, the site is a very prominent one within the Conservation Area, lying at the southern end of Auckland Road towards its junction with Newmarket Road and care will need to be exercised in considering the impact of the proposed dwelling upon the character and appearance of the street scene of the locality. In this respect, the proposed dwelling will be clearly visible and prominent in both Auckland Road and Newmarket Road. The proposed height is reduced in comparison with the refused scheme from 7.5m to 5.4m, which is now much lower than that of the neighbouring terrace running north along Auckland Road (No's 10-15 Auckland Road).
- 8.6 In respect of the previously approved application (C/04/0646/FP), it was considered by Officers that the dwelling should relate to 23 Newmarket Road as a subsidiary building to that property with the retention of the garden wall as this is an important feature within the street. This application is much more in keeping with the previous approval and although the building is undeniably modern in style, I consider that the dwelling would clearly be viewed as a subsidiary building to the donor dwelling at No. 23. It is recognized that the scheme would not be representative of the immediate character of the area, however, it does in my view, have a modern and coherent design that would enhance the character and appearance of the Conservation Area.
- 8.7 I consider that the development would provide sufficient amenity space and would not detract from the prevailing character of the area. The development will result in the loss of a tree but this has been accepted by the previous grant of planning permission. Additionally the development would not prejudice the comprehensive development of the wider area of which the site forms part.
- 8.8 In my opinion the proposal is compliant with Cambridgeshire and Peterborough Structure Plan (2003) policies P1/2, P1/3 and P7/6, Cambridge Local Plan (2006) policies 3/1, 3/4, 3/7, 3/10, 3/11, 3/12 and 4/11.

## **Disabled access**

- 8.9 The proposed dwelling will have level access in accordance with the Building Regulations and I consider this to be acceptable
- 8.10 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

### **Residential Amenity**

**8.11 *The proposed dwelling would have some amenity space at the front of the building within the courtyard area. A garden area of approximately 11 metres in depth would remain for the flats within the main property, 23 Newmarket Road. I am satisfied therefore that the level of amenity provided will be satisfactory for the size of the proposed new dwelling and the existing flats.***

8.12 The proposed building would, at ground floor level, be set within the existing garden walls of the site. The first floor element would be set in off the boundary adjacent to the passageway with 15 Auckland Road, by 1.2 metres at its widest point and would not extend beyond the rear of that property. Given that there is a passageway, and that the first floor would be set off the boundary, I am satisfied that the proposal would not have an overbearing impact or lead to loss of light to the that property. There are no main windows in the south elevation, simply a frosted glass bedroom window, whilst that to the north will face the flank end of No. 15 Auckland Road and will not afford views into the private rear garden zone of the dwelling. The only window to the west elevation is again frosted glass and would not lead to a loss of privacy to the rear gardens of properties on Newmarket Road.

8.13 I am satisfied that the proposals would not cause harm to residential amenity.

8.14 In my opinion the proposal adequately respects the residential amenity of its neighbours and constraints of the site and as such consider that it is compliant with Cambridge Local Plan (2006) policies 3/4 and 3/7.

### **Refuse Arrangements**

8.15 Bin storage is shown as being provided within the front courtyard and I am satisfied that this would be adequate to serve one dwelling.

8.16 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

## **Highway Safety**

- 8.17 The application seeks consent for one additional dwelling only and I do not consider that this would be likely to prejudice highway safety
- 8.18 In my opinion the proposal is compliant with Cambridgeshire and Peterborough Structure Plan (2003) policy P8/1 and Cambridge Local Plan (2006) policy 8/2.

## **Car and Cycle Parking**

- 8.19 Off street parking is provided for one vehicle, which is considered to be satisfactory to serve one dwelling. The plans show no provision for cycle parking but I consider that such provision could be achieved within the site by a condition as set out in the recommendation.
- 8.20 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

## **Third Party Representations**

- 8.21 The issues raised in third party correspondence are considered above.

## **Planning Obligation Strategy**

- 8.22 The Planning Obligation Strategy (2004) provides a framework for expenditure of financial contributions collected through planning obligations. The proposed development triggers the requirement for the following community infrastructure.

### Open Space

- 8.23 The Planning Obligation strategy requires that all new residential developments contribute to the provision or improvement of public open space, either through provision on site as part of the development or through a financial contribution for use across the city.
- 8.24 The proposed development requires a contribution to be made towards open space comprising formal open space and informal open space. The total contribution sought equates to £1998.

- 8.25 The applicant has agreed to pay such contributions and consequently, the proposal is compliant with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and P9/8, and Cambridge Local Plan 2006 policy 3/8.

#### Community Development

- 8.26 The Planning Obligation Strategy (2004) requires that all new residential developments contribute to community development facilities, programmes and projects.
- 8.27 The proposed development requires a contribution to be made towards community development. The total contribution sought equates to £1625.
- 8.28 The applicant has agreed to pay such contributions and consequently, the proposal is compliant with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and P9/8, and Cambridge Local Plan 2006 policy 5/14.

#### Children's Play Areas

- 8.29 *The Planning Obligation Strategy (2004) requires that all new residential developments contribute to Children's Play Areas.***

- 8.30 The proposed development requires a contribution of £1,197 towards Children's Play Areas.

- 8.31 The applicant has agreed to pay such contributions and consequently, the proposal is compliant with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and P9/8, and Cambridge Local Plan 2006 policy 5/14.

### **9.0 CONCLUSION**

- 9.1 The proposals are considered to be acceptable and it is thus recommended that permission be granted.

### **10.0 RECOMMENDATION**

**1. APPROVE subject to the satisfactory completion of the s106 agreement by 30th September 2007 and subject to the following conditions:**

1. The development hereby permitted shall be begun before the



expiration of three years from the date of this permission.

Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

2. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development 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 that the appearance of the external surfaces is appropriate. (Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3 and Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14)

3. The building shall not be occupied until the area identified on the approved plans for car parking has been drained and surfaced in accordance with details submitted to and approved by the local planning authority in writing and that area shall not thereafter be used for any other purpose than the parking of vehicles.

Reason: To avoid obstruction of the surrounding streets and in the interests of highway safety and convenience. (Cambridge Local Plan 2006 policies 8/2 and 8/10)

4. No development shall commence until details of facilities for the covered, secure parking of IN number bicycles for use in connection with the development hereby permitted have been submitted to and approved by the local planning authority in writing. The approved facilities shall be provided in accordance with the approved details before use of the development commences.

Reason: To ensure satisfactory provision for the secure storage of bicycles. (Cambridge Local Plan 2006 policy 8/6)

5. Except with the prior written agreement of the local planning authority in writing no construction work or demolition shall be carried out or plant operated other than between the following hours: 0800 hours to 1800 hours Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties.

(Cambridge Local Plan 2006 policy 4/13)

6. Except with the prior agreement of the local planning authority in writing, there should be no collection or deliveries to the site during the demolition and construction stages outside the hours of 0700 hrs and 1900 hrs on Monday to Saturday and there should be no collections or deliveries on Sundays or Bank and public holidays.

Reason: To protect the amenity of the nearby residential properties (Cambridge Local Plan policy 3/4).

7. No development shall commence until a programme of measures to minimise the spread of airborne dust from the site during the construction period has been submitted to and approved in writing by the Local Planning Authority. Works shall be undertaken in accordance with the approved details unless the local planning authority agrees to the variation of any detail in advance and in writing.

Reason: To protect the amenity of the nearby residential properties (Cambridge Local Plan 2006 policy 3/4).

8. Details of site lighting during the construction period should be submitted for approval.

Reason: To protect the amenity of the nearby residential properties (Cambridge Local Plan 2006 policy 3/4).

**INFORMATIVE:** New development can sometimes cause inconvenience, disturbance and disruption to local residents, businesses and passers by. As a result the City Council runs a Considerate Contractor Scheme aimed at promoting high standards of care during construction. The City Council encourages the developer of the site, through its building contractor, to join the scheme and agree to comply with the model Code of Good Practice, in the interests of good neighbourliness. Information about the scheme can be obtained from The Considerate Contractor project Officer in the Planning Department (Tel: 01223 457121).

### **Reasons for Approval**

1. This development has been approved subject to conditions and following the prior completion of a section 106 planning obligation (/a unilateral undertaking), because subject to those requirements

it is considered to generally conform to the Development Plan, particularly the following policies:

Cambridgeshire and Peterborough Structure Plan 2003:

P1/2, P1/3, P7/6

Cambridge Local Plan (2006):

3/1, 3/4, 3/7, 3/11, 3/12, 4/4, 4/11, 5/1, 8/6, 8/10

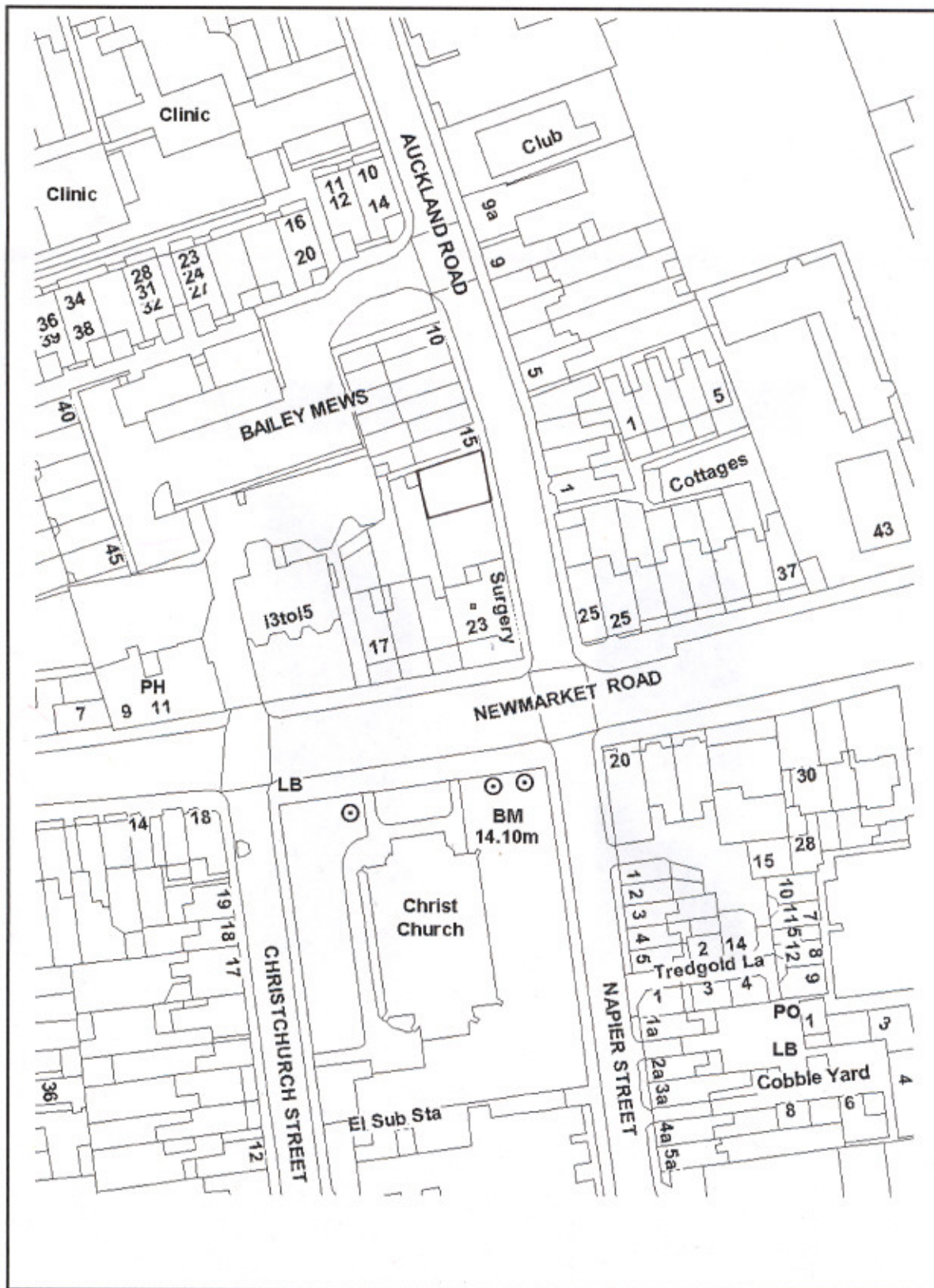
2. The decision has been made having had regard to all other material planning considerations, none of which was considered to have been of such significance as to justify doing other than grant planning permission.

These reasons for approval can be a summary of the reasons for grant of planning permission only. For further detail on the decision please see the officer report by visiting the Council Planning Department.

Under Section 100D of the Local Government Act 1972, the following are background papers for each report on a planning application:

1. The planning application and plans;
2. Any explanatory or accompanying letter or document from the applicant;
3. Comments of Council departments on the application;
4. Comments or representations by third parties on the application as referred to in the report plus any additional comments received before the meeting at which the application is considered; unless (in each case) the document discloses exempt or confidential information
5. Any Structure Plan, Local Plan or Council Policy Document referred to in individual reports.

These papers may be inspected by contacting John Summers (Ext.7103) in the Planning Department.



07/0618/FUL

23 Newmarket Road Cambridge Cambridgeshire CB5 8EG

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<b>Application Number</b>	07/0612/FUL	<b>Agenda Item</b>	8.2
<b>Date Received</b>	19th June 2007	<b>Officer</b>	Mr Neville Doe
<b>Target Date</b>	14th August 2007		
<b>Ward</b>	Newnham		
<b>Site</b>	23/25 Kings Road Cambridge		
<b>Proposal</b>	Erection of a two storey dwelling house.		
<b>Applicant</b>	Mr J. D. Scott - Organ York House 10 Wilberforce Way Wimbledon Common London SW19 4TH		

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## 1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site is a parcel of land approximately 570 square metres between numbers 23 and 25 Kings Road. The site is well endowed with trees, mainly fruit trees and flowering cherries. To the north of the site is the garden of 23 Kings Road with the dwelling beyond, and to the west, the rear garden of 3c Millington Road adjoins the site. To the south, the site is adjoined by number 25 Kings Road and to the west is bounded by the street (Kings Road), with sports field and rear gardens of the houses opposite. The general context has a suburban/country lane character, with bungalows and dwellings of a domestic scale.
- 1.2 The site falls within Conservation Area No.2.  
The site falls outside the controlled parking zone.

## 2.0 THE PROPOSAL

- 2.1 This planning application seeks full planning permission for the erection of a one and a half storey dwelling house comprising ground floor accommodation of lounge dining room study and breakfast room/kitchen and three bedrooms and family bathroom within the roof space. The site will provide a parking area to the front of the dwelling and a bin storage area and covered cycle storage area on the northwest corner of the site.
- 2.1 The application is accompanied by the following supporting information:

## 1. Design and Access Statement

### 3.0 SITE HISTORY

Reference	Description	A/C, REF, W/D
07/0159/FUL	Erection of 4 bed dwellinghouse	W/D

### 4.0 PUBLICITY

4.1	Advertisement:	No	
	Adjoining Owners:		Yes
	Site Notice Displayed:	Yes	

### 5.0 POLICY

#### 5.1 Central Government Advice

5.2 **PPS1 Delivering Sustainable Development (2005):** Paragraphs 7 and 8 state that national policies and regional and local development plans (regional spatial strategies and local development frameworks) provide the framework for planning for sustainable development and for development to be managed effectively. This plan-led system, and the certainty and predictability it aims to provide, is central to planning and plays the key role in integrating sustainable development objectives. Where the development plan contains relevant policies, applications for planning permission should be determined in line with the plan, unless material considerations indicate otherwise.

5.3 **Planning Policy Statement 3 (PPS 3) Housing :** Sets out to deliver housing which is: of high quality and is well designed; that provides a mix of housing, both market and affordable, particularly in terms of tenure and price; supports a wide variety of households in all areas; sufficient in quantity taking into account need and demand and which improves choice; sustainable in terms of location and which offers a good range of community facilities with good access to jobs, services and infrastructure; efficient and effective in the use of land, including the re-use of previously developed land, where appropriate. The statement promotes housing policies that are based on Strategic Housing Market Assessments that should inform the affordable housing % target, including the size and type of affordable housing required, and the likely profile of household types requiring market housing, including families with children, single persons and couples. The guidance states that LPA's may wish to set out a range of

densities across the plan area rather than one broad density range. 30 dwellings per hectare is set out as an indicative minimum. Paragraph 50 states that the density of existing development should not dictate that of new housing by stifling change or requiring replication of existing style or form. Applicants are encouraged to demonstrate a positive approach to renewable energy and sustainable development.

- 5.4 **PPS9: Biodiversity and Geological Conservation (2005):** Paragraph 1 states that planning decisions should aim to maintain, and enhance, restore or add to biodiversity and geological conservation interests. In taking decisions, local planning authorities should ensure that appropriate weight is attached to designated sites of international, national and local importance; protected species; and to biodiversity and geological interests within the wider environment.
- 5.5 **PPG13 Transport (2001):** This guidance seeks three main objectives: to promote more sustainable transport choices, to promote accessibility to jobs, shopping, leisure facilities and services, by public transport, walking and cycling, and to reduce the need to travel, especially by car. Paragraph 28 advises that new development should help to create places that connect with each other in a sustainable manner and provide the right conditions to encourage walking, cycling and the use of public transport.
- 5.6 **PPG15 Planning and the Historic Environment (1994):** This guidance provides advice on the identification and protection of historic buildings, conservation areas and other elements of the historic environment.
- 5.7 **PPS25 Development and Flood Risk (2006):** States that flood risk should be taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and that development should be directed away from areas at highest risk. It states that development in areas of flood risk should only be permitted when there are no reasonably available sites in areas of lower flood risk and benefits of the development outweigh the risks from flooding.
- 5.8 **Circular 11/95 – The Use of Conditions in Planning Permissions:** Advises that conditions should be necessary, relevant to planning, relevant to the development permitted, enforceable, precise and reasonable in all other respects.
- 5.9 **Circular 05/2005 - Planning Obligations:** Advises that planning

obligations must be relevant to planning, necessary, directly related to the proposed development, fairly and reasonably related in scale and kind and reasonable in all other respect.

#### 5.10 **Cambridgeshire and Peterborough Structure Plan 2003**

P1/2 Environmental restrictions on development  
P1/3 Sustainable development in built development  
P7/6 Historic Built Environment  
P8/1 Sustainable development – links between land use and transport

Planning Obligation Related Policies

P6/1 Development-related Provision  
P9/8 Infrastructure Provision

#### 5.11 Cambridge Local Plan 2006

3/1 Sustainable development  
3/4 Responding to context  
3/7 Creating successful places  
3/11 The design of external spaces  
3/12 The design of new buildings  
4/4 Trees  
4/11 Conservation Areas  
4/13 Pollution and amenity  
4/16 Development and flooding  
5/1 Housing provision  
8/2 Transport impact  
8/4 Walking and Cycling accessibility  
8/6 Cycle parking  
8/10 Off-street car parking  
10/1 Infrastructure improvements

Planning Obligation Related Policies

3/8 Open space and recreation provision through new development  
5/14 Provision of community facilities through new development  
10/1 Infrastructure improvements (*transport, public open space, recreational and community facilities, waste recycling, public realm, public art, environmental aspects*)

#### 5.12 **Supplementary Planning Documents**



**Cambridge City Council (May 2007) – Sustainable Design and Construction:** Sets out essential and recommended design considerations of relevance to sustainable design and construction. Applicants for major developments are required to submit a sustainability checklist along with a corresponding sustainability statement that should set out information indicated in the checklist. Essential design considerations relate directly to specific policies in the Cambridge Local Plan 2006. Recommended considerations are ones that the council would like to see in major developments. Essential design considerations are urban design, transport, movement and accessibility, sustainable drainage (urban extensions), energy, recycling and waste facilities, biodiversity and pollution. Recommended design considerations are climate change adaptation, water, materials and construction waste and historic environment.

### 5.13 Material Considerations

**Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001)** - This document aims to aid strategic and development control planners when considering biodiversity in both policy development and dealing with planning proposals.

**Cambridge City Council (2004) – Planning Obligation Strategy:** Sets out the Council's requirements in respect of issues such as public open space, transport, public art, community facility provision, affordable housing, public realm improvements and educational needs for new developments.

**Cambridge City Council (2006) - Open Space and Recreation Strategy:** Gives guidance on the provision of open space and recreation facilities through development.

## 6.0 CONSULTATIONS

### Cambridgeshire County Council (Engineering)

- 6.1 Applicant should provide 2m x 2m pedestrian visibility splays at the back of the footway by maintaining planting and walls to a height of 0.6m or less

### Head of Environmental Services

- 6.2 No objection subject to standard conditions to protect the amenity of

neighbouring dwellings during construction.

- 6.3 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

## **7.0 REPRESENTATIONS**

- 7.1 The owners/occupiers of the following addresses have made representations:

Orchard Lawn, 23 King's Road  
25 King's Road

- 7.2 The representations can be summarised as follows:

The proposed dwelling would overshadow neighbouring property.

The proposed dwelling would overlook neighbouring bathroom.

A hedge would be more preferable as boundary treatment than close boarded fence.

Landscaping should be subject to independent arboricultural approval.

The proposed dwelling is too large for the site.

Removal of trees will reduce privacy

- 7.3 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

## **8.0 ASSESSMENT**

- 8.1 From the consultation responses and representations received and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Principle of development
2. Context of site, design and external spaces
3. Trees
4. Residential amenity
5. Refuse arrangements
6. Highway safety
7. Car and cycle parking
8. Third party representations
9. Planning Obligation Strategy

## **Principle of Development**

- 8.2 Policy P1/1 of the Cambridgeshire and Peterborough Structure Plan (2003) states that the majority of land for new development will be located within Cambridge and Peterborough. Within the Cambridge Local Plan 2006 there is a presumption in favour of development that contributes towards new housing provision, and which is supported through various policies within the plan.
- 8.3 Policy P5/2 of the Cambridgeshire and Peterborough Structure Plan (2003) sets a target for Cambridge City to achieve 65% of all new dwellings to be built on previously developed land by 2016.
- 8.4 Policy 5/1 permits proposals for housing development on windfall sites subject to those proposals satisfying various tests and addressing all relevant material planning considerations.
- 8.5 In my opinion, the principle of the development is acceptable and in accordance with policy P5/2 of the Cambridgeshire and Peterborough Structure Plan 2003 and policy 5/1 of the Cambridge Local Plan 2006.

## **Context of site, design and external spaces**

- 8.6 The application site and its setting has, in my opinion, a semi-rural, almost garden suburb character about it, with generally, modest dwellings built in a loose, vernacular style, set along a leafy lane in mature gardens
- 8.7 The proposed dwelling is a one and a half storey, L-shaped dwelling, designed along sub-Arts and Crafts/Neo-Vernacular lines featuring steep gables, low eaves and dormer window features. The one and a half storey building allows for a ridge height of approximately 6.8 metres, which establishes a transitional relationship, mediating between the varying heights of no. 23 and 25 King's Road. The low eaves and variation in planes helps to break down the building's bulk and expresses a domestic scale, which in my view is an approach that is welcome in this particular context.
- 8.8 The plot is of an area that allows for a paved parking area to the front of the dwelling, and generous margins to its sides of just over 3m to the north and just over 2 metres to the south. The plot also allows for a generous rear garden of approximately 220 square metres, where many of the existing trees are to remain. In my opinion the proposal

is compliant with Cambridgeshire and Peterborough Structure Plan (2003) policies P1/2 and P1/3, Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12.

- 8.9 Since the withdrawal of the last planning application, which proposed a much larger house of a design that was considered to be inappropriate to its context, negotiations have taken place in collaboration with the Council's Conservation Officer in order to achieve a more acceptable solution that draws inspiration from its immediate surroundings to achieve a solution that responds positively to the context. It is considered that the approach of the current proposal with its domestic scale and less formal style of architecture is a much more appropriate proposal for this site, and one which preserves the character and appearance of the conservation area
- 8.10 In my opinion the proposal is compliant with Cambridgeshire and Peterborough Structure Plan (2003) policies P1/2 ,P1/3 and P7/6, Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12 and 4/11.

### **Trees**

- 8.11 The Council's Arboricultural Officer has been consulted on this planning application and raises no objection to the proposal or the loss of the fruit trees that need to be removed in order to implement the build. It is commented that the only tree of significance is the silver birch at the south-west corner which is now showing signs of stress and decline and it is recommended that it be replaced by another suitable birch tree. It is also recommended that the trees on adjoining plots, which are the subject of Tree Preservation Orders be protected from damage during construction.

### **Residential Amenity**

- 8.12 The proposed dwelling will be sited between two existing dwellings to the south and north respectively. Orchard Lawn, which lies to the north of the application site would be some 19 metres from the proposed dwelling, which in my view is a sufficient distance to ensure that there would be no significant impact on its residential amenity either in terms of overshadowing, overbearing impact or loss of overlooking of habitable rooms. The applicant has also agreed to rearrange the internal layout so that the bedroom that is currently on the north elevation and is facing Orchard Lawn, can be swapped with the bathroom which could be obscure glazed, to prevent overlooking of Orchard Lawn's garden area.

- 8.13 Number 25 King's Road lies approximately 2.5m – 6m to the south of the application site. The proposed dwelling is set back from the street by approximately 5 metres, so that it would have a staggered relationship with no 25, lying partially behind its neighbour. There is only one first floor window in the south elevation of the proposed dwelling, and this would face a bathroom window on the neighbouring dwelling.
- 8.14 The proposed dwelling, lying directly to the north of the neighbour and being a one and a half storey building, whereby the gable feature closest to no 25 would have a ridge height of 6 metres, would in my view be sufficient to ensure that there would be no unacceptable overbearing impact or loss of daylight to the existing dwelling.
- 8.15 The eastern boundary of the application site is heavily treed and therefore there would be minimal, if any, impact on the adjoining property, which lies to the east.
- 8.16 In my opinion the proposal adequately respects the residential amenity of its neighbours and constraints of the site and as such consider that it is compliant with Cambridge Local Plan (2006) policies 3/4 and 3/7.

### **Refuse Arrangements**

- 8.17 The submitted site layout drawing, indicates the provision of an enclosure to contain bins and recycling boxes, at the north-west corner of the site, full details will be required by way of standard planning condition.
- 8.18 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

### **Highway Safety**

- 8.19 Subject to the applicant providing pedestrian visibility splays of 2m x 2m at the back of the footway, the Local Highway Authority raises no objection to the proposal on the grounds of highway safety.
- 8.20 In my opinion the proposal is compliant with Cambridgeshire and Peterborough Structure Plan (2003) policy P8/1 and Cambridge Local Plan (2006) policy 8/2.

### **Car and Cycle Parking**

- 8.21 The proposal makes provision for two off-street car parking spaces on the area of hard-standing to the front of the proposed dwelling.
- 8.22 The proposal drawing shows a small cycle shelter for two bicycles to the side of the dwelling. The Council's adopted Car and Cycle Parking Standards (2006) require covered, secure parking spaces for cycles are provided on the basis of 1 space per bedroom. Therefore this development should provide 3 spaces rather than the two that are being shown. A standard planning condition will be attached to the consent to secure details of the cycle provision prior to the commencement of development on site. In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

### **Third Party Representations**

- 8.23 The issues and concerns that have been raised by way of third party representations, have been addressed in the assessment part of the committee report. However I would add that any arboricultural advice that is received with regard to planting and landscaping although from a Council officer, would nevertheless be sound, independent advice based upon the professional opinion of that officer.
- 8.24 The type of boundary treatment, be it a fence, brick wall or hedge would be subject to a standard planning condition, requiring the applicant to submit and agree with the Local Planning Authority, details of the boundary treatment prior to the commencement of development on site.

### **Planning Obligation Strategy**

- 8.25 The Planning Obligation Strategy (July 2004) provides a framework for expenditure of financial contributions collected through planning obligations. In accordance with the adopted strategy, the proposed development triggers the requirement for £3195 towards open space and £1625 community development. The applicant has completed and submitted a unilateral undertaking along with financial contributions towards open space provision and community infrastructure, in accordance with Policies 3/8 and 5/14 of the Cambridge Local Plan 2006 and the Cambridge City Council Planning Obligation Strategy – Supplementary Planning Guidance (April 2004).
- 9.0 This proposal provides an additional dwelling on a windfall site, and accords with all relevant development plan policy and meets all other

material planning considerations.

## 10.0 RECOMMENDATION

**APPROVE subject to the satisfactory completion of the s106 agreement by 20 September 2007 and subject to the following conditions:**

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

2. No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development 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 that the appearance of the external surfaces is appropriate. (Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3 and Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14)

3. No development shall commence until details of facilities for the covered, secure parking of 3 number bicycles for use in connection with the development hereby permitted have been submitted to and approved by the local planning authority in writing. The approved facilities shall be provided in accordance with the approved details before use of the development commences.

Reason: To ensure satisfactory provision for the secure storage of bicycles. (Cambridge Local Plan 2006 policy 8/6)

4. Prior to the commencement of development, full details of the on-site storage facilities for waste including waste for recycling shall be submitted to and approved in writing by the local planning authority. Such details shall identify the specific positions of where wheelie bins, recycling boxes or any other means of storage will be stationed and the arrangements for the disposal of waste. The approved facilities shall be provided prior to the commencement of the use hereby permitted and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

Reason: To protect the amenities of nearby residents/occupiers and in the interest of visual amenity. (Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3 and Cambridge Local Plan 2006 policies 3/7 and 3/12)

5. Except with the prior written agreement of the local planning authority in writing no construction work or demolition shall be carried out or plant operated other than between the following hours: 0800 hours to 1800 hours Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2006 policy 4/13)

6. No work shall start on the application site (including soil stripping, pre-construction delivery of equipment or materials, the creation of site accesses, positioning of site huts) until:
  - a) A Tree Protection Plan, as defined in BS 5837:2005 æTrees in Relation to Construction æ Recommendationsæ, containing the following Arboricultural Method Statements/specifications has first been submitted and agreed to, in writing, by the Council's Principal Arboricultural Officer:

Arboricultural method statements for the precise location and erection of tree protection barriers and ground protection for all trees retained on, and adjacent to, the site, in order to establish Root Protection Areas and construction exclusion zones;

Arboricultural method statements for any special engineering operations within Root Protection Areas;

Arboricultural method statements for root pruning and root barrier installation; including specifications for root-barrier material; and root-soil back-fill;

Arboricultural method statements for the amelioration of the rhizosphere within the Root Protection Areas comprising of de-compaction (Terravention) and soil inoculation with spore derived mycorrhizae and bio-activators; soil tilthing utilising air-spade technology; irrigation; and mulching where appropriate;

Arboricultural method statement for any development facilitation pruning.

and,

- b) that there has been:



A pre-construction site meeting between the site agent, the developers chosen arboriculturalist, and the Council's delegated Arboricultural Officer.

All development facilitation pruning, where required, has been completed in accordance with BS 3998:1989.

All tree protection barriers and ground protection measures have been installed to the satisfaction of the Council's delegated Arboricultural Officer.

All Arboricultural works shall be carried out by a competent tree contractor, proficient in both root-zone and aerial arboricultural work and shall follow strictly the agreed method statements and specifications.

All tree protection barriers and ground protection must be in accord with BS 5837:2005 clause 9 - "The construction exclusion zone: barriers and ground protection"

The developer shall appoint a competent arboriculturalist to oversee the project. The arboriculturalist shall monitor, record and confirm the implementation and maintenance of tree protection measures as set out in the conditions of the planning permission.

Reason: To ensure that the those trees to be retained are adequately protected during construction. (Cambridge Local Plan 2006, policy 4/4)

7. 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 building(s) is/are occupied and retained thereafter unless any variation is agreed in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure an appropriate boundary treatment is implemented. (Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3 and Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

8. Those windows in the north elevation at first floor level shall be obscure glazed and fixed shut prior to first occupation of the dwelling hereby approved, and shall be retained as such in perpetuity unless otherwise agreed in writing by the local planning authority.

Reason: To protect the residential amenity of the adjoining residential properties (Cambridge Local Plan 2006, policies 3/4 and 3/12).

**INFORMATIVE:** New development can sometimes cause inconvenience, disturbance and disruption to local residents, businesses and passers by. As a result the City Council runs a Considerate Contractor Scheme aimed at promoting high standards of care during construction. The City Council encourages the developer of the site, through its building contractor, to join the scheme and agree to comply with the model Code of Good Practice, in the interests of good neighbourliness. Information about the scheme can be obtained from The Considerate Contractor project Officer in the Planning Department (Tel: 01223 457121).

### **Reasons for Approval**

1. This development has been approved subject to conditions and following the prior completion of a section 106 planning obligation (/a unilateral undertaking), because subject to those requirements it is considered to generally conform to the Development Plan, particularly the following policies:

Cambridgeshire and Peterborough Structure Plan 2003: P1/2, P1/3, P7/6, P8/1, P6/1, P9/8;

Cambridge Local Plan (2006): 3/1, 3/4, 3/7, 3/11, 3/12, 4/4, 4/11, 4/13, 4/16, 5/1, 8/2, 8/4, 8/6, 8/10, 10/1

2. The decision has been made having had regard to all other material planning considerations, none of which was considered to have been of such significance as to justify doing other than grant planning permission.

These reasons for approval can be a summary of the reasons for grant of planning permission only. For further detail on the decision please see the officer report by visiting the Council Planning Department.

**Unless prior agreement has been obtained from the Head of Development Services, and the Chair and Spokesperson of this Committee to extend the period for completion of the Planning Obligation required in connection with this development, if the Obligation has not been completed by 20 September 2007 it is recommended that the application be refused for the following reason(s).**

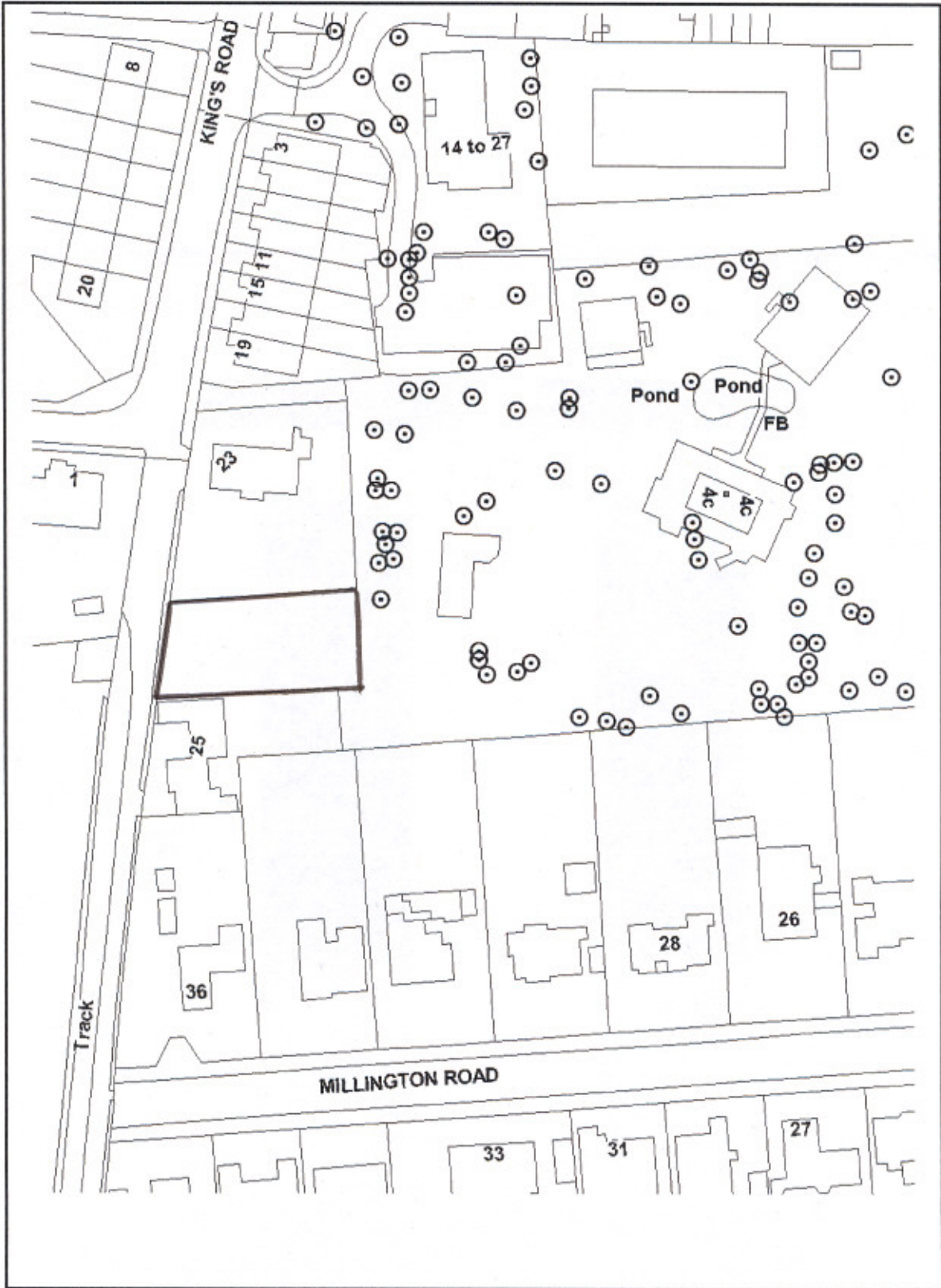
The proposed development does not make appropriate provision for public open space, community development facilities, in accordance with the following policies, standards and proposals 3/8 and 5/14 of the Cambridge Local Plan 2006; and policies P6/1 and P9/8 of the Cambridgeshire and Peterborough Structure Plan 2003; and as detailed in the Planning Obligation Strategy 2004, Guidance for Interpretation and Implementation of Open Space Standards 2006,

### **LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985**

Under Section 100D of the Local Government Act 1972, the following are “background papers” for each report on a planning application:

1. The planning application and plans;
2. Any explanatory or accompanying letter or document from the applicant;
3. Comments of Council departments on the application;
4. Comments or representations by third parties on the application as referred to in the report plus any additional comments received before the meeting at which the application is considered; unless (in each case) the document discloses “exempt or confidential information”
5. Any Structure Plan, Local Plan or Council Policy Document referred to in individual reports.

These papers may be inspected by contacting John Summers (Ext.7103) in the Planning Department.



07/0612/FUL  
23/25 Kings Road Cambridge

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Application Number	07/0548/FUL	Agenda Item	8.3
Date Received	18th May 2007	Officer	Mr Paul Johnson
Target Date	13th July 2007		
Ward	Market		
Site	Fitzwilliam Museum Trumpington Street Cambridge Cambridgeshire CB2 1RB		
Proposal	Alterations to existing Antiquities Hut to create servery and provision of a seating area in connection with proposed outdoor cafe.		
Applicant	University Of Cambridge C/o 74 Trumpington Street Cambridge Cambridgeshire CB2 1RW		

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## 1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The Fitzwilliam Museum is located on the southwest side of Trumpington Street. The building is a large classical structure that is visually striking in the street scene. The Fitzwilliam Museum is the principal museum of the City of Cambridge. It is a major tourist attraction, with some 310,000 visitors in 2006. The museum has various existing visitor facilities, including a café and shop.
- 1.2 The antiquities hut is located at the north-western end of the main Fitzwilliam Museum building. This portion of the site is visible from Trumpington Street that bounds the main frontage of the museum site to the northeast. A paved area already lies adjacent to the antiquities hut, and the immediate surroundings have remnants of larger temporary buildings to the west that have been removed in the past.
- 1.3 The site falls within Conservation Area No. 1 (Central), and the building is a Grade I Listed. The site falls within the controlled parking zone and is also within the designated City Centre.

## 2.0 THE PROPOSAL

- 2.1 This application for planning permission, plus the accompanying application for listed building consent, reference C/07/0547/LBC,

also featured on this agenda, seek a three-year temporary consent for the use of the existing antiquities hut as an outdoor café with seating for 60 people on the existing paved area adjoining the north-western end of the Museum.

2.2 The proposal also includes alterations to the fenestration and access arrangements to the existing hut, as well as an awning, plus internal works to the hut. It is also proposed to reinstate an area of lawn adjacent to the seating area, currently under hardstanding which has previously been used as the base of another temporary building (now removed).

2.3 The application is accompanied by the following supporting information:

1. Design and Statement

### 3.0 SITE HISTORY

Reference	Description	A/C, REF, W/D
C/02/0455	Proposed erection of temporary pavilion and café from April 2002 to 31 March 2004	A/C
C/02/0117	Proposed erection of temporary pavilion and café from April 2002 to March 2003	A/C
C/96/0725	Installation of 2no. signs for shop and café on brick piers	REF
C/94/1033	Retention of 1no. temporary building (renewal of approval ref C/0622/91)	A/C
C/91/0622	Installation of 1 no. temporary building	A/C
C/90/0273	Retention of temporary office building	REF
C/65/0652	Erection of Building to provide temporary offices (plus 10 renewal applications up to 1990)	A/C

### 4.0 PUBLICITY

4.1 Advertisement:	Yes
Adjoining Owners:	Yes
Site Notice Displayed:	Yes

Public Meeting/Exhibition (meeting of):	No
DC Forum (meeting of):	No

## 5.0 POLICY

### 5.1 Central Government Advice

5.2 **PPS1 Delivering Sustainable Development (2005):** Paragraphs 7 and 8 state that national policies and regional and local development plans (regional spatial strategies and local development frameworks) provide the framework for planning for sustainable development and for development to be managed effectively. This plan-led system, and the certainty and predictability it aims to provide, is central to planning and plays the key role in integrating sustainable development objectives. Where the development plan contains relevant policies, applications for planning permission should be determined in line with the plan, unless material considerations indicate otherwise.

5.3 **PPS6 Planning for Town Centres (2005):** States that the key objective for town centres is to promote their vitality and viability by planning for growth and development of existing centres, promoting and enhancing existing centres by focusing development in such centres and encouraging a wide range of services in a good environment, accessible to all. The statement seeks to enhance consumer choice to meet community needs and ensure new development is well served by a choice of means of transport.

5.4 **PPG15 Planning and the Historic Environment (1994):** This guidance provides advice on the identification and protection of historic buildings, conservation areas and other elements of the historic environment.

5.5 **Circular 11/95 – The Use of Conditions in Planning Permissions:** Advises that conditions should be necessary, relevant to planning, relevant to the development permitted, enforceable, precise and reasonable in all other respects.

### 5.6 Cambridgeshire and Peterborough Structure Plan 2003

P1/2 Environmental restrictions on development  
P1/3 Sustainable development in built development  
P4/1 Tourism, Recreation and Leisure Strategy  
P7/6 Historic Built Environment

P8/1 Sustainable development – links between land use and transport

## 5.7 Cambridge Local Plan 2006

3/7 Creating successful places  
3/11 The design of external spaces  
4/10 Listed Buildings  
4/11 Conservation Areas  
4/13 Pollution and amenity  
6/4 Visitor Attractions  
6/10 Food and Drink Outlets  
8/2 Transport impact  
8/4 Walking and Cycling accessibility

## 5.8 Supplementary Planning Documents

**Cambridge City Council (May 2007) – Sustainable Design and Construction:** Sets out essential and recommended design considerations of relevance to sustainable design and construction. Applicants for major developments are required to submit a sustainability checklist along with a corresponding sustainability statement that should set out information indicated in the checklist. Essential design considerations relate directly to specific policies in the Cambridge Local Plan 2006. Recommended considerations are ones that the council would like to see in major developments. Essential design considerations are urban design, transport, movement and accessibility, sustainable drainage (urban extensions), energy, recycling and waste facilities, biodiversity and pollution. Recommended design considerations are climate change adaptation, water, materials and construction waste and historic environment.

## 5.9 Material Considerations

**Cambridge Historic Core – Conservation Area Appraisal (2005):** Provides an appraisal of the Historic Core of Cambridge.

## 6.0 CONSULTATIONS

**Cambridgeshire County Council (Engineering)**

6.1 No comment on behalf of the Highway Authority.

**Head of Environmental Services**



- 6.2 No objection in principle, subject to the imposition of an informative advising the applicant to contact the Council's food and occupational safety team regarding compliance with food hygiene requirements.

### **Disability Consultative Panel (Meeting of June 2007)**

- 6.3 Concern has been expressed about the length of distance a wheelchair user will have to travel to reach a facility and also the distance to the toilets, which are in the Museum building. It was also suggested that a shelf under the windowsill would be useful for wheelchair users and those with crutches/sticks to rest purchases on and pay.

### **Cambridge City Council Access Officer**

- 6.4 The disabled access route needs good signage and distances to the accessible toilets given. The northern gate should have a flat entrance to alleviate the long disabled access route, and not all the seating should be fixed. There should be no gravel on pedestrian routes.

### **Conservation**

- 6.5 The reinstatement of the lawn will improve the setting of the Listed Building immensely and is to be welcomed. The change of use to a café and the associated changes in appearance will undoubtedly make this shed more noticeable and that is a problem. The external works to form the outside seating area will also draw attention to this otherwise quiet part of the curtilage of the Listed Building. If the surfacing, seating, canopies and so on are well designed and colourful this may be a good thing in the sense of getting people to appreciate more of the whole building. It will be extremely important to ensure that this does not become the 'thin-end-of-the-wedge' and start demands for advertising banners, external vending machines and the like. This aspect will need to be controlled via a condition or legal agreement.
- 6.6 The 3-year temporary nature of the planning permission application suggests that this is likely to have modest visual and other impacts on the Listed Building. What this does not address is the poor quality of the existing hut. If there was some way of tying this permission to the eventual removal of the hut, then this must be explored. The continued presence of this 'blot-on-the-landscape'

[however it came about] is unsupportable and every effort should be made to secure its removal.

- 6.7 There is also a technical problem in that there is no such thing as a temporary Listed Building Consent. The planning permission is wholly acceptable on those terms but the Listed Building Consent cannot be. How this [and the long-term aim of removing the shed] can be resolved legally and appropriately is not clear.

### **English Heritage**

- 6.8 The hut does little to enhance the setting of the museum, but the proposed change of use does not itself increase this adverse impact so I would not wish to formally object to it, but it does raise the whole issue of long term future use of this side of the building. It is a matter of regret that a replacement building has not been proposed to provide the café function in a way that positively enhances the museums grounds.
- 6.9 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

## **7.0 REPRESENTATIONS**

- 7.1 Councillor Holland has commented on this application with specific reference to Cambridge Local Plan 2006 policies 6/4 and 6/10. The representation is attached to this report.
- 7.2 The owners/occupiers of the following addresses have made representations:

Peterhouse College

- 7.3 The representations can be summarised as follows:

Is the setting of a grade I listed building appropriate for such development?

The proposed café would be sited in close proximity to the gardens and rooms of Peterhouse college and the noise levels would severely impact upon the amenity of the users of those space and their users.

7.4 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

## **8.0 ASSESSMENT**

8.1 From the consultation responses and representations received and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Planning history
2. Principle of development
3. Context of site, design and external spaces
4. Disabled access
5. Residential amenity
6. Refuse arrangements
7. Third party representations

### **Planning History**

8.2 I have confirmed with the enforcement section that planning permission for the erection of a temporary office building was approved in 1965. This consent was renewed up to 1990 on some ten separate occasions, but a further renewal was refused in 1990, but no formal enforcement action was taken to secure its removal. As the building has now been on site for the past 17 years, it is now 'lawful' and immune from enforcement action.

### **Principle of Development**

8.3 Policy 6/10 of the Cambridge Local Plan 2006 - Food and Drink Outlets, specifically refers to the development of cafes. It states that in principle, such developments will be permitted in the City Centre only where the proposal will not give rise to unacceptable environmental problems or nuisance, and the individual and cumulative impact of the development is considered acceptable. Given the location of the site and the nature of use proposed, the principle can be seen to comply with the requirements of policy 6/10 of the Cambridge Local Plan 2006. However, the specifics of the proposal, expressly the potential amenity and environmental impacts will be considered in the main body of text below.

8.4 With regard to tourism and the provision of additional tourist facilities through the association with the Fitzwilliam Museum, policy 6/4 – Visitor Attractions of the Cambridge Local Plan 2006

states that development which maintains, strengthens and diversifies the range of visitor attractions will be permitted if they are well related to the cultural heritage of the City. The Fitzwilliam Museum site is already served by an existing café, as such, in this regard there would be no significant diversification of the use of the site, but broadly speaking, the strength of the attraction and its supporting infrastructure and facilities would likely be enhanced. In this regard, the proposal is compliant with policy 6/4 of the Cambridge Local Plan 2006.

- 8.5 The proposed café and use of the surrounding area for seating would have a material impact upon the way a portion of the setting and landscaping of this important and prominent grade I listed building is used. Development affecting the setting of Listed Buildings and their settings, including changes of use, will not be permitted under policy 4/10 of the Cambridge Local Plan 2006 unless it can be demonstrated that there is a clear understanding of the buildings importance in the national and Cambridge context. Further, policy 4/11 of the Local Plan states that development in Conservation Areas will only be permitted where they retain buildings, spaces, gardens, trees, hedges, boundaries and other site features which contribute positively to the character or appearance of the area.
- 8.6 Whilst the changes proposed to the historic fabric of the building are limited, the impact upon the setting of this listed building has the potential to be significant given the way this quiet and open space at the northern side of the building would be used. As such, there are potentially significant impacts upon the character and setting of this part of the curtilage of the listed building. This is especially pertinent given the proximity and fairly prominent siting of this area from Trumpington Street. I am not convinced that the grounds of such an important and prominent listed building are the correct location for such a use. The specifics of the location will be discussed in the section below.

### **Context of site, design and external spaces**

- 8.7 The existing hut is anomalous with its context and out of character with the scale and appearance of the main museum building. The proposed servery and the provision of a seating area in connection with an external café use would have a highly visible impact and draw additional attention to this part of the setting of the museum buildings and site.

- 8.8 Visually, this part of the site is read as a peripheral landscape buffer and part of the grounds and spaces surrounding the building. In this location, therefore, the proposed external café would fail to successfully integrate visually or sensitively into that setting and in doing so, would sit awkwardly and at odds with the character and appearance of this Grade I Listed Building, its setting and landscape context. It would, also therefore, have a negative and erosive impact in the street scene and upon the spaces and character of this section of the conservation area.
- 8.9 Furthermore, the cumulative visual impact of any associated signage such as those required for disabled users, and ancillary development such as bins (as noted in the design and access statement) is likely to further detract from the setting of the building.
- 8.10 Whilst not specifically a key consideration in the determination of these applications, the retention of the antiquities hut is not considered to be acceptable by the conservation section, and as such, perpetuating and in fact drawing attention and changing the use of this structure, may see its long term retention. This, therefore, perpetuates the use of a structure that has a detrimental impact upon this part of the building and its setting, rather than enhancing it, thereby being contrary to both policies 4/10 and 4/11 of the Cambridge Local Plan 2006.
- 8.11 I am of the view that the adverse visual impact upon the site as well as the character and setting of the listed building stands whether the application be considered on the grounds of the three year temporary consent proposed by the applicant or more permanently. No justification has been submitted with this application as to why a temporary consent is being sought, or how this would successfully mitigate the visual impacts upon the site. I consider that it would not do so.
- 8.12 In my opinion, the proposed use of this area as a café and seating area significantly and detrimentally impacts upon the setting of this important listed building and introduces a use that due to its siting and scale would have an erosive impact upon the setting and character of the listed building and its landscaped context, thereby being contrary to policies P1/2, P1/3 and P7/6 of the Cambridgeshire and Peterborough Structure Plan 2003, policies 3/4, 3/7, 3/11, 4/10, 4/11, 6/4 and 8/4 of the Cambridge Local Plan 2006, and guidance in the form of PPS1 – Delivering Sustainable

Development (2005) and PPG15 - Planning and the Historic Environment (1994).

### **Disabled access**

- 8.13 Policy 3/7 of the Cambridge Local Plan 2006 states that development will be permitted that is designed to provide attractive, high quality, accessible, stimulating, socially inclusive and safe living and working environments. Specifically, criteria of that policy require good interrelations and integrations between buildings, routes and space, as well as a consideration of the needs of those with disabilities to ensure that places are easily and safely accessible. This is echoed and further reinforced in policy 8/4 that states that all development must be designed to be accessible to those with impaired mobility.
- 8.14 The disabled access route to the external café area from Trumpington Street and the main museum building is considerable at over 100 metres in length. Further, the only disabled toilet facilities associated with the proposed use are located in the main museum building, also therefore, over 120 metres from the proposed external café. In my opinion, the application shows a lack of consideration for access for disabled users.
- 8.15 In doing so, the proposal has failed to demonstrate due consideration for the needs of those with disabilities in terms of ease of access, contrary to Cambridge Local Plan (2006) policies 3/7, 3/11 and 8/4.

### **Residential Amenity**

- 8.16 The nearest residential occupiers are sited over the north side of Trumpington Street, a distance of over 25 metres from the proposed café and external seating area over a fairly busy road. Given this distance, as well as the limited operating hours proposed (10am to 5pm Monday to Saturday, 12am to 5pm Sunday and Bank/Public Holidays during March to October only), I am of the opinion that the level of noise generated from such a use would not be so significant as to warrant refusal on the grounds of an adverse impact upon the level of residential amenity enjoyed by the nearest residential occupiers. This is largely a function of the distances from the proposed use to the nearest habitable rooms, as well as the level of background noise expected from a site adjacent to a well-used public highway.

- 8.17 Concerns have been expressed by Peterhouse College as to the impact upon the quiet setting of the college and the amenity of their gardens. Given the distance proposed from the proposed café and external seating area to the nearest habitable rooms, I do not consider that there would be a significant amenity impact upon the occupiers of those rooms. With specific reference to the gardens however, I am of the opinion that the hours of use and times of years the proposed café would operate, as well as the level of use and distance to the gardens are such that there is unlikely to be any significant or adverse impact upon the users of that space or its general level of amenity. This is helped by the boundary planting and significant trees near to the boundary offering further noise mitigation.
- 8.18 In my opinion the proposal adequately respects the residential amenity of its neighbours and therefore is compliant with Cambridge Local Plan (2006) policies 3/7 and 4/13.

### **Refuse Arrangements**

- 8.19 Little information has been submitted with the application with regard to the storage facilities of the waste that would be generated as a result of the café use. This has the potential to have reasonably significant impacts given the level of seating proposed, both in terms of nuisance from smell and in terms of storage requirements, as well as the potential impact upon the character and appearance of the site in terms of the proliferation of bins.
- 8.20 Despite these concerns, given that Environmental Health raised no objections to the scheme in principle, on balance it is considered that the museum already manages the waste from its existing café, and as such, despite waste having to be transferred to existing bin and waste storage areas, this could reasonably be controlled with by condition.
- 8.21 In my opinion, with appropriate conditions such as a waste management plan and details of the number, location and design of bins and waste storage areas, the proposal could be compliant with Cambridge Local Plan (2006) policies 3/7 and 4/13.

## **Third Party Representations**

8.22 The concerns raised in the representation from Peterhouse College have been discussed and addressed in detail in the various sections of the main body of text above.

## **9.0 RECOMMENDATION**

### **1. REFUSE for the following reasons:**

1. The proposed development would have a highly visible impact on the setting of the museum buildings and site, as well as perpetuating the use of a structure that is not considered appropriate to its context. Due to the extent and siting of the proposed use, therefore, the proposed café would fail to successfully integrate visually or sensitively into that setting and in doing so, would sit awkwardly and at odds with the character and appearance of this Grade I Listed Building, its setting and landscape context. It would also have a negative and erosive impact on the street scene and upon the spaces and character of this part of the conservation area, by failing to achieve good interrelationships between buildings, routes and spaces. The proposal, therefore would adversely impact upon the setting of this important and prominent listed building and the conservation area in general, thereby being contrary to policies P1/2, P1/3, P4/1 and P7/6 of the Cambridgeshire and Peterborough Structure Plan 2003, policies 3/4, 3/7, 3/11, 4/10, 4/11, 6/4 and 8/4 of the Cambridge Local Plan 2006, and guidance in the form of PPS1 - Delivering Sustainable Development (2005) and PPG15 - Planning and the Historic Environment (1994).
2. The proposed cafe and the provision of an outside seating area, by reason of its siting and distance from the site access and supporting facilities fails to illustrate a clear understanding or due consideration of the needs of disabled users. The proposal, therefore, does not ensure that places are easily and safely accessible to those with impaired mobility, contrary to policy P1/3 of the Cambridgeshire and Peterborough Structure Plan 2003 and Cambridge Local Plan 2006 policies 3/7, 3/11 and 8/4, and guidance in the form of PPS1 - Delivering Sustainable Development (2005).

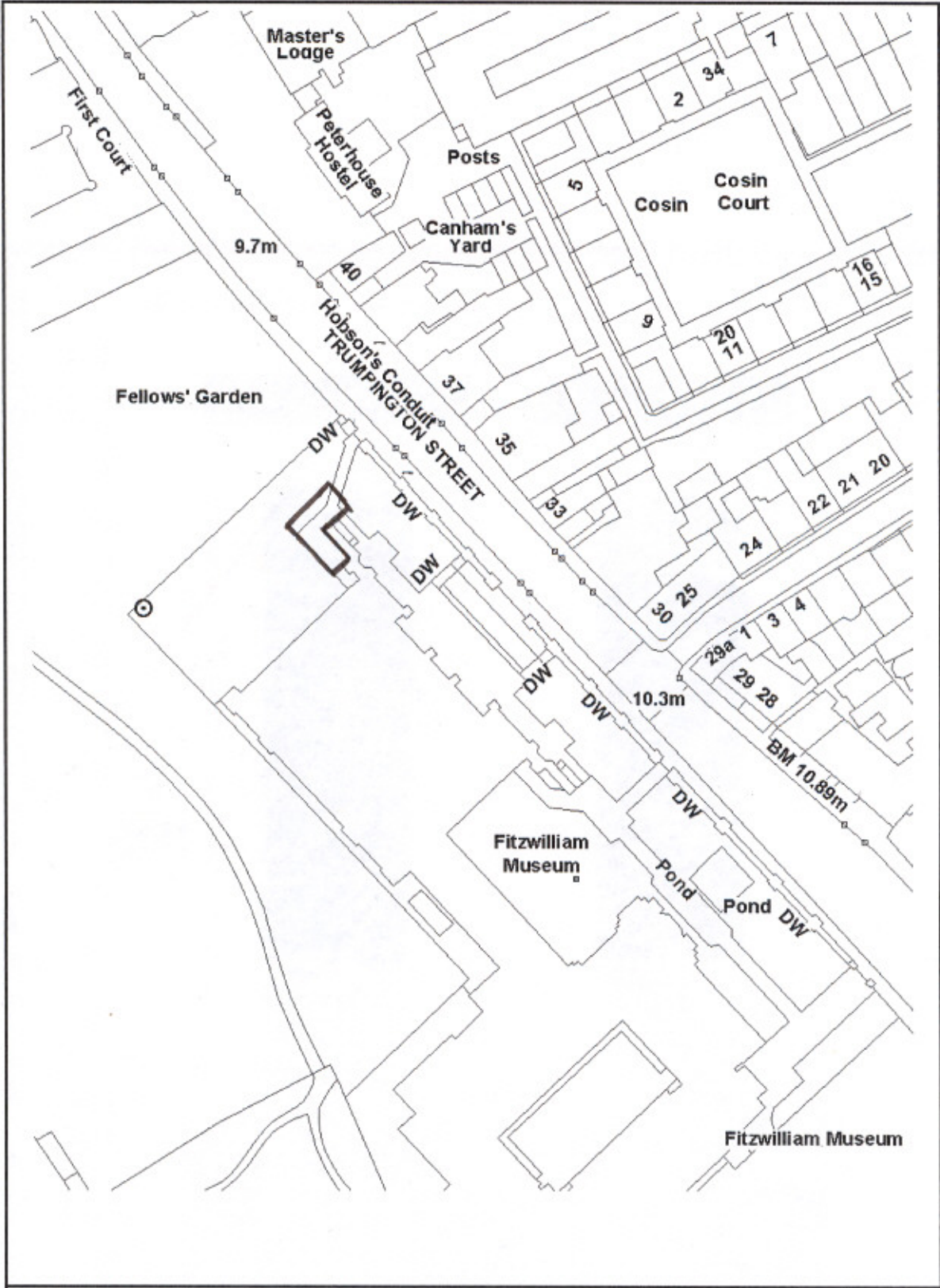


## **LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985**

Under Section 100D of the Local Government Act 1972, the following are “background papers” for each report on a planning application:

1. The planning application and plans;
2. Any explanatory or accompanying letter or document from the applicant;
3. Comments of Council departments on the application;
4. Comments or representations by third parties on the application as referred to in the report plus any additional comments received before the meeting at which the application is considered; unless (in each case) the document discloses “exempt or confidential information”
5. Any Structure Plan, Local Plan or Council Policy Document referred to in individual reports.

These papers may be inspected by contacting John Summers (Ext.7103) in the Planning Department.



07/0548/FUL  
 Fitzwilliam Museum Trumpington Street Cambridge Cambridgeshire

**Paul Johnson - 07/0548/FUL and 07/0547/LBC Fitzwilliam Museum**

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**From:** "Councillor Marie-Louise Holland" <castleindependent@googlemail.com>  
**To:** <paul.johnson@cambridge.gov.uk>  
**Date:** 06/07/2007 15:46  
**Subject:** 07/0548/FUL and 07/0547/LBC Fitzwilliam Museum

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Dear Paul

Re: above application - proposed temporary outdoor refreshment area - Fitzwilliam Museum

Futher to various telephone conversations, I wish to request that the above application come before the WC Area Committee as there are issues to be discussed relating to Local Plan policy 6/4 and 6/10.

Thank you for your consideration.

Yours sincerely

Marie-Louise

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Marie-Louise  
15 Oxford Road  
Tel: 01223 564126  
castleindependent@gmail.com

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<b>Application Number</b>	07/0547/LBC	<b>Agenda Item</b>	8.4
<b>Date Received</b>	18th May 2007	<b>Officer</b>	Mr Paul Johnson
<b>Target Date</b>	13th July 2007		
<b>Ward</b>	Market		
<b>Site</b>	Fitzwilliam Museum Trumpington Street Cambridge Cambridgeshire CB2 1RB		
<b>Proposal</b>	Alterations to antiquities hut to create a servery in connection with proposed cafe, Fitzwilliam Museum.		
<b>Applicant</b>	University Of Cambridge C/o 74 Trumpington Street Cambridge Cambridgeshire CB2 1RW		

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This listed building consent application report runs in conjunction with the report for planning permission reference C/07/0548/FUL which appears elsewhere on this agenda.

As the building is grade I listed, were the application to be recommended for approval, then procedurally such a recommendation, plus conditions where applicable, must be passed to GO-EAST to see whether the Secretary of State wishes to call it in. If it is not called in, then it will be returned to the City Council for determination in accordance with that recommendation. Listed building consent can be withheld without consultation with GO-EAST.

As noted in the main report, Listed Building Consent cannot be granted on a temporary basis, and as such, this application is being considered on the basis of its permanent impacts upon the listed building and its setting.

## **Recommendation**

### **1. REFUSE CONSENT for the following reason:**

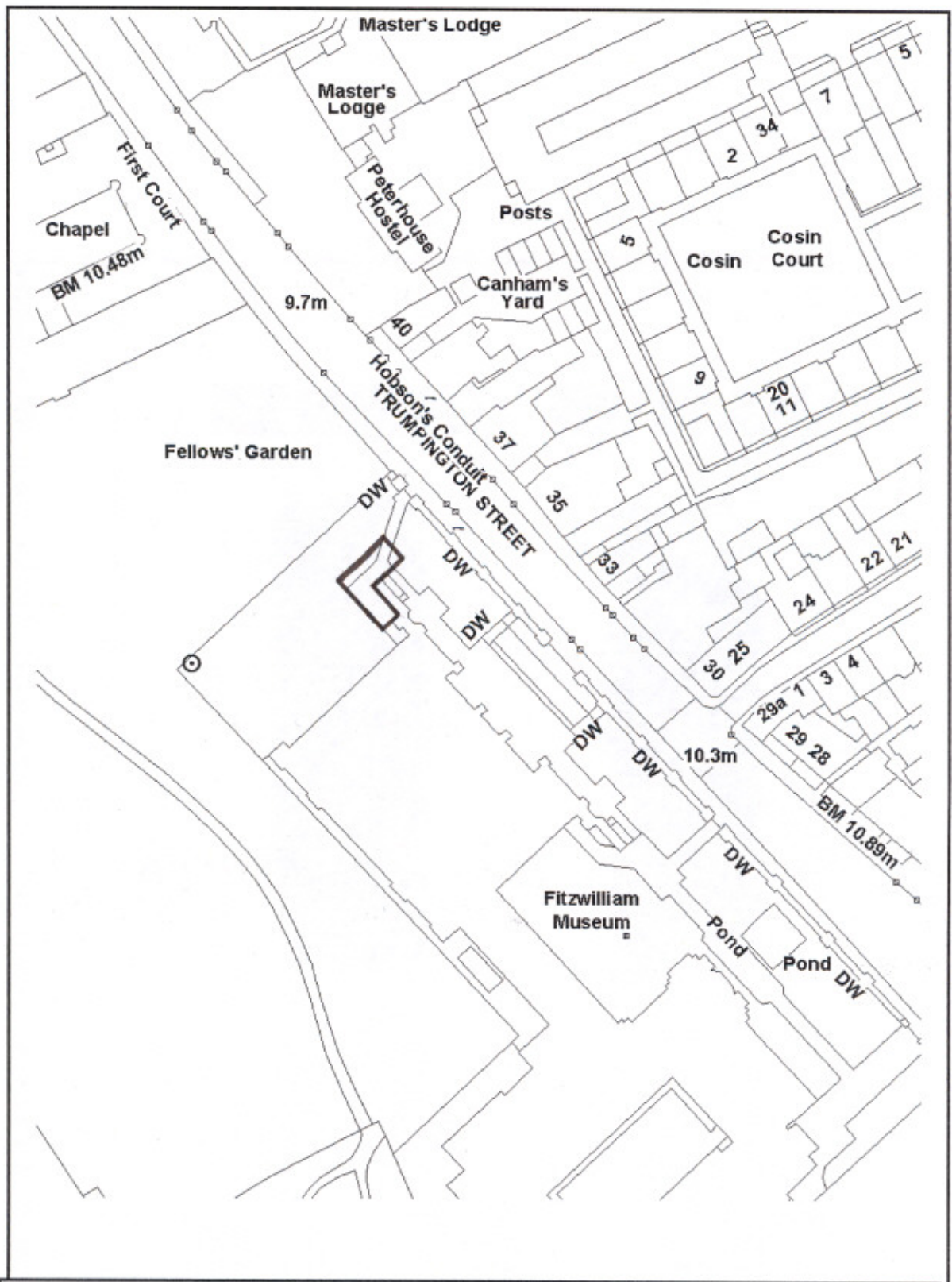
1. The proposed external cafe and the provision of an outside seating area would, by reason of its location, scale and retention of the existing hut, fail to successfully integrate functionally or visually into the museum site, and in doing so, would sit awkwardly and at odds with the character and appearance of this Grade I Listed Building, its setting and landscape context. The proposal, therefore would adversely impact upon the setting of this important and prominent listed building thereby being contrary to policies P1/2, P1/3 and P7/6 of the Cambridgeshire and Peterborough Structure Plan 2003, policy 4/10 of the Cambridge Local Plan 2006, and guidance in the form of PPS1 - Delivering Sustainable Development (2005) and PPG15 - Planning and the Historic Environment (1994).

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07/0547/LBC  
 Fitzwilliam Museum Trumpington Street Cambridge Cambridgeshire