
Application Number	08/1348/FUL	Agenda Item	
Date Received	29th September 2008	Officer	Miss Catherine Linford
Target Date	24th November 2008		
Ward	Cherry Hinton		
Site	39 Drayton Road Cambridge Cambridgeshire CB1 9EU		
Proposal	Erection of one 1-bed flat and one 2-bed flat with parking facilities, cycle and refuse stores adjacent to 39 Drayton Road.		
Applicant	Mrs Tracey Parkins 36/34 Burleigh Street Cambridge CB1 1DG		

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The site comprises the eastern dwelling of a pair of semi-detached properties fronting onto Drayton Road. The site is an 'end of street' plot that also has a frontage to Bridewell Road. The surrounding dwellings are predominantly semi-detached dwellings although there are also small stretches of terraced properties in the surrounding area.
- 1.2 The site does not fall within a Conservation Area and is outside the Controlled Parking Zone.

2.0 THE PROPOSAL

- 2.1 This application seeks planning permission for one 1-bed flat and one 2-bed flat with parking facilities, cycle and refuse stores.
- 2.2 The building would be as previously agreed in the previous application for a single dwelling (05/1139/FUL), with the addition

of a single storey element to the rear, rear dormer and velux windows to the front and rear of the roof. Two parking spaces would be situated to the rear of the property, accessed from Bridewell Road. A covered passageway would remain between No. 39 Drayton Road and the new building, in order to retain access into the rear garden of No. 39.

2.3 The application is accompanied by the following supporting information:

1. Design and Access Statement

3.0 SITE HISTORY

Reference	Description	Outcome
05/1139/FU L	Erection of 1 new dwelling adjacent to existing at 39 Drayton Road.	A/C

4.0 PUBLICITY

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

5.5 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.

5.6 East of England Plan 2008

SS1 Achieving sustainable development

T14 Parking

ENV7 Quality in the built environment

5.7 **Cambridgeshire and Peterborough Structure Plan 2003**

Planning Obligation Related Policies

P6/1 Development-related Provision

P9/8 Infrastructure Provision

P9/9 Cambridge Sub-Region Transport Strategy

5.8 **Cambridge Local Plan 2006**

3/1 Sustainable development

3/4 Responding to context

3/7 Creating successful places

3/10 Sub-division of existing plots

3/11 The design of external spaces

3/12 The design of new buildings

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 (*public open space, recreational and community facilities,*)

5.9 **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.

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 objection, but conditions recommended relating to construction hours, delivery and collection hours, and bin storage.

7.0 REPRESENTATIONS

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

37 Drayton Road

- 7.2 The representations can be summarised as follows:
Overlooking of and loss of privacy to No. 37 Drayton Road;
Increase in noise and disturbance caused by the positioning of two parking spaces at the bottom of the garden;
Increase in noise during the building works.

- 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. Residential amenity
4. Car and cycle parking
5. Third party representations
6. Planning Obligation Strategy

Principle of Development

- 8.2 The provision of extra housing in the City is supported in the Cambridge Local Plan (2006). Policy 5/1 of the Cambridge Local Plan (2006) maintains that proposals for housing development on windfall sites will be permitted subject to the existing land use and compatibility with adjoining land uses. This proposal for additional dwellings would be compatible with adjoining land uses, and is therefore acceptable in principle.

- 8.3 In my opinion, the principle of the development is acceptable and in accordance with policy 5/1 of the Cambridge Local Plan (2006).

Context of site, design and external spaces

- 8.4 Policy 3/10 of the Cambridge Local Plan (2006), relating to the subdivision of existing plots, states that residential development within the garden area or curtilage of existing properties will not be permitted if it will have a significant adverse impact on the amenities of neighbouring properties through loss of privacy, loss of light, an overbearing sense of enclosure and the generation of unreasonable levels of traffic or noise nuisance; provide inadequate amenity space, or vehicular access arrangements and parking spaces for the proposed and existing properties; detract from the prevailing character and appearance of the area; adversely affect trees and wildlife; or prejudice comprehensive development. In my view the only criterion of this policy that is relevant in this section of the report is whether or not the proposal would detract from the prevailing character and appearance of the area. I do not consider the final two criteria relevant here and the other criteria will be discussed later on in this report.
- 8.5 This area is predominantly residential in character, with the dominant housing form being semi-detached and terraced properties set back from the street, with a clear, straight building line. The proposed building, to house the flats, would respect this building line, appearing from the front as another attached house. However, the proposed building would occupy a corner plot, and would project forward of the dwellings on Bridewell Road. In the previous application for a similar sized dwelling on this site, it was argued that although the conservatory occupies a large area to the side of the dwelling the corner still retains an open feel due to the single storey nature of the conservatory. The surrounding roads have a mix of open corners and enclosed corners, and therefore there is no precedent either way in terms of character. The dwelling would be related to the properties on Drayton Road and would not be necessarily read with the Bridewell Road properties. Therefore although the dwelling would 'impinge' upon a theoretical building line running south from the Bridewell Road dwellings, the detached nature of the site, and the properties on Bridewell Road lead me to conclude that this would not harm the surrounding character and therefore not justify a reason for refusal.

- 8.6 This application includes bin storage to the side of the property, which would bring the building even further forward of the building line on Bridewell Road, which in my view is not acceptable. Therefore, the applicant has been asked to relocate the bin storage. Further information on this will be provided on the amendment sheet, or verbally at the meeting.
- 8.7 The single storey element to the rear would not appear out of character as other houses on this stretch of Drayton Road, and along Bridewell Road have single storey extensions. Therefore, I consider this to be acceptable in terms of character. The proposed dormer however is not sympathetic in design terms and there are no other dormer windows in the immediate area. While I have no objection in principle to the addition of a dormer to the roof, it is important that, in this very prominent position, it is more sympathetic to the roof forms of other buildings in the area. I am expecting amended plans to demonstrate this and subject to a more sympathetic roof form am prepared to support the design of the proposal. I will report further on this at Committee.
- 8.8 In my opinion the proposal is compliant with East of England Plan (2008) policy ENV7, and Cambridge Local Plan (2006) policies 3/4, 3/7, 3/10, 3/11 and 3/12.

Residential Amenity

- 8.9 The proposed dwelling will have habitable windows facing to the front and rear of the site. The front windows will overlook the front of the property, which is already within the public domain and is considered acceptable. The rear windows will face directly down the garden of the new property, and onto the frontage of No. 48 Bridewell Road, but will only directly overlook the area that is already in public view, which is acceptable. A degree of overlooking into the garden of No. 39 Drayton Road may occur from the dormer window. However, I do not consider this to be materially different from what can be seen from the existing first floor and the angles are such that it would be difficult to look into the most private part of the neighbouring garden, at the back of the house. The submitted plans of the dormer plans show the window positioned off centre in the roof, away from the adjoining property, making views into the garden more difficult. Some mutual overlooking will always occur from the first floor windows of adjacent houses, but this is an acceptable situation as it would be

that expected from any straight building line, and is no worse than the current situation from the property on the other side.

- 8.10 As the dwelling is consistent with the existing building line along Drayton Road, apart from the single storey element from the rear, there would be no overshadowing to the neighbouring property.
- 8.11 The proposed parking spaces for the flats would be situated to the rear of No. 39 Drayton Road, adjacent to the boundary with the rear garden of No. 37. In the representation received, it has been stated that this situation could lead to an increase in noise and disturbance. These parking spaces would be situated at the bottom of this garden, away from the houses on Drayton Road but adjacent to (although slightly set back from) the driveway of No. 48 Bridewell Road. In my opinion, this is a logical and acceptable situation, which would have little impact in terms of disturbance to No. 37 Drayton Road.
- 8.12 As this application is for two flats, and the immediate area is characterized by single dwellings, it is necessary to consider the impact a 2-flat development could have on the neighbouring residents. Given that the party wall with the existing dwelling will see a passage at ground floor level, the stairway and bedroom at first floor level and the stairway and bathroom on the top floor, I do not consider there to be a reason to presume that the likelihood of disturbance would be significantly different from a single dwelling and is therefore acceptable.
- 8.13 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with East of England Plan (2008) policy ENV7, East of England Plan (2008) policy ENV7, Cambridge Local Plan (2006) policies 3/4 and 3/7.

Car and Cycle Parking and Refuse Storage

- 8.14 According to Appendix C (Car Parking Standards) of the Cambridge Local Plan (2006), dwellings of two or less bedrooms should have a maximum of one car parking space per dwelling. It is proposed that each flat have one parking space, at the rear of the property. This is within the standards and is therefore acceptable.
- 8.15 Two bicycle parking stores are proposed to the rear of the

property, and subject to details these are acceptable in principle.

- 8.16 The refuse stores are shown to the side of the house, adjacent to the entrance to the ground floor flat. I have some reservation about how close these are to the pavement and how visible they will be in the street if the hedging on the edge of the is lost, which I fear it will be, but on balance do not think there is reason to require that they are moved.
- 8.17 In my opinion the proposal is compliant with East of England Plan (2008) policies T9 and T14, and Cambridge Local Plan (2006) policies 8/6 and 8/10.

Third Party Representations

- 8.18 Most of the concerns raised in the representation received have been discussed under the heading above. Concern has also been raised regarding disturbance caused by the building works. In order to reduce disturbance a condition will be added restricting contractor working hours.

Planning Obligation Strategy

- 8.19 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

- 8.20 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.
- 8.21 The proposed development requires a contribution to be made towards open space comprising formal open space, informal open space and children's play areas. The total contributions sought have been calculated as follows:

Formal open space: £1260
Informal open space: £1071
Children's play areas: £798

Community Development

8.22 The Planning Obligation Strategy (2004) requires that all new residential developments contribute to community development facilities, programmes and projects. The proposed development requires a contribution to be made towards community development. The total contribution sought equates to £2170.

8.23 A S106 Agreement has been completed.

9.0 CONCLUSION

9.1 The proposed building is similar in design to the other houses on Drayton Road, save for the dormer, and would sit on the same building line when viewed from the street. . A better designed dormer would add something to the street in this prominent position and subject to a suitable proposal being submitted, I consider the proposal as a whole would not have any detrimental impact on the street scene or on the character of the area. The proposed building would also have no significant impact on residential amenity and should therefore be supported.

10.0 RECOMMENDATION

APPROVE 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. 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)

3. 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 - Saturday and there should be no collections or deliveries on Sundays or Bank and public holidays.

Reason: Due to the proximity of residential properties to this premises and that extensive refurbishment will be required, the above conditions are recommended to protect the amenity of these residential properties throughout the redevelopment in accordance with policies 4/13 and 6/10 of the Cambridge Local Plan (2006)

4. 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. (East of England Plan 2008 policy ENV7 and Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14)

5. No development shall commence until details of facilities for the covered, secured parking of bicycles for use in connection with the development hereby permitted shall be 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 appropriate provision for the secure storage of bicycles. (Cambridge Local Plan 2006 policy 8/6)

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:

East of England plan 2008: ENV7

Cambridgeshire and Peterborough Structure Plan 2003: 6/1

Cambridge Local Plan (2006): 3/8, 3/10, 3/12, 5/14

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.

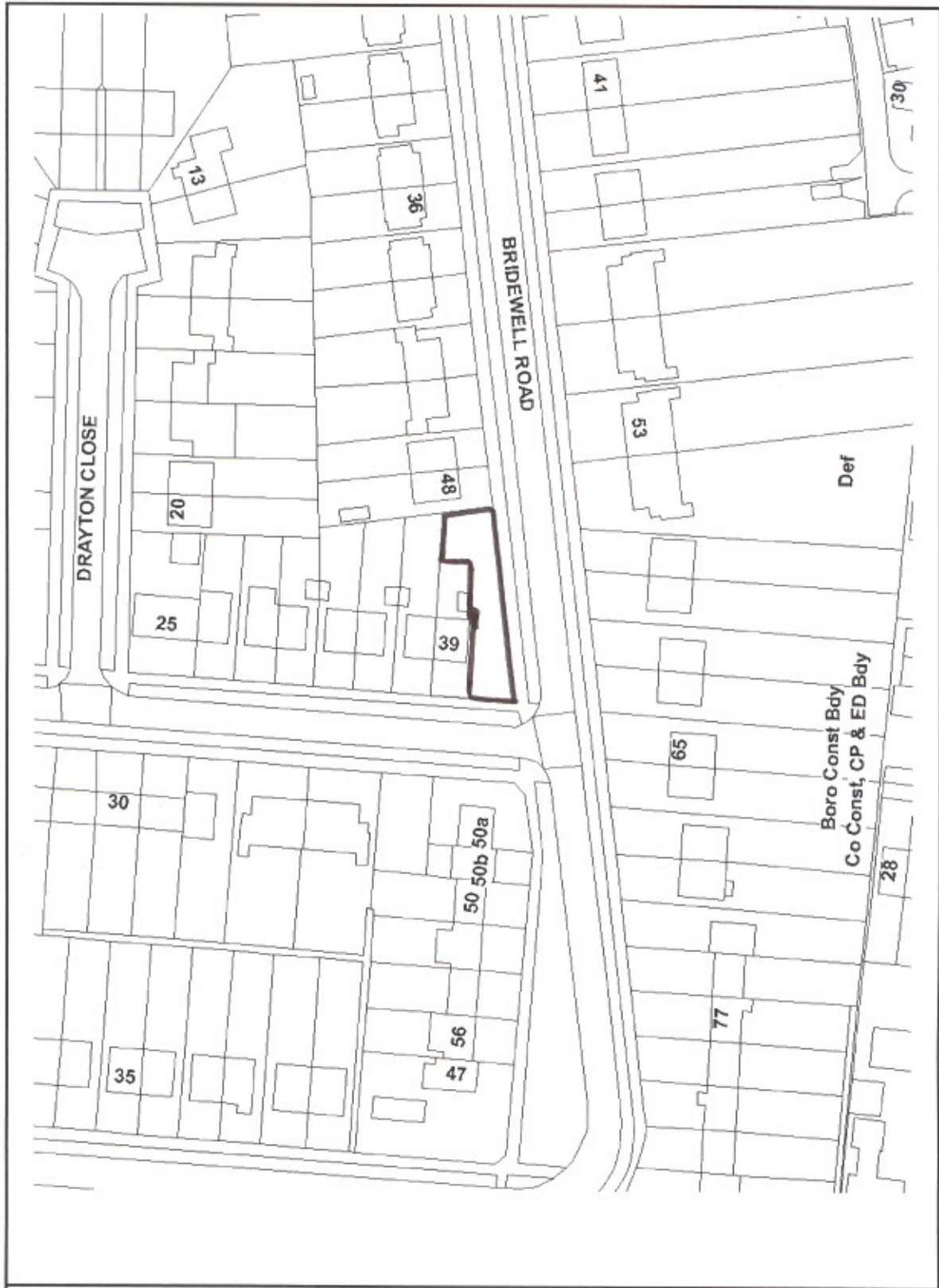
These reasons for approval can be a summary of the reasons for grant of planning permission only. For further detail on the decision please see the officer report by visiting the Council Planning Department.

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.



08/1348/FUL

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