

Application Number	09/1116/FUL	Agenda Item	
Date Received	1st December 2009	Officer	Miss Amy Lack
Target Date	26th January 2010		
Ward	West Chesterton		
Site	Land Adjacent To 2A Trafalgar Road Cambridge Cambridgeshire CB4 1EU		
Proposal	Erection of one dwelling.		
Applicant	Dernford Regent Ltd C/O Agent Januarys 7 Dukes Court 54-62 Newmarket Road Cambridge CB5 8DZ		

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The proposal site lies immediately south of 2A Trafalgar Road and is currently covered by hard-standing, a 2 metre high wooden fence and gates encloses the site, but can be opened to allow vehicles to take access from the street. The rear of the site (east) faces a single storey flat roof extension to the Co-Op.
- 1.2 2A Trafalgar Road was constructed in 2006, in accordance with planning permission granted under the reference 05/0089/FUL.
- 1.3 The site does not fall within a City of Cambridge Conservation Area, but is immediately north of the De Freville Conservation Area, the boundary of which includes 2 Trafalgar Road, with which the proposal site has a mutual boundary.
- 1.4 The site falls within the controlled parking zone (CPZ) and the majority of the street is subject to double yellow lines.

2.0 THE PROPOSAL

- 2.1 This application seeks permission for the erection of a two storey, three bedroom dwelling, forming a terrace by infilling between 2A Trafalgar Road and 2 Trafalgar Road on gated land previously used for Barker's Bakery, which fronts onto Chesterton Road to the north.

2.2 The proposed dwelling, to be finished in buff facing brickwork, has a dual-pitched roof constructed of slate, measuring 8.7metres to ridge height , which continues the ridge height of 2A Trafalgar Road The roof slopes down to an eaves height of approximately 5.2 metres, again consistent with the eaves height of 2A. To the rear, the east facing roof slope comprises a dormer window which provides an opening to bedroom accommodation on the second floor. A passageway, with a 1metre wide clearance, adjacent to 2 Trafalgar Road, makes possible access to the rear of the proposed dwelling and provision for on site refuse and cycle storage, away from the frontage.

2.3 At ground floor the proposed dwelling accommodates an entrance hall, WC, kitchen and an open-plan living/dining room. The first floor comprises a landing, two bedrooms, an ensuite, bathroom and a study. A second floor within the roof area accommodates a third bedroom and ensuite.

2.4 The application is accompanied by the following supporting information:

1. Planning, Design and Access Statement

3.0 SITE HISTORY

3.1 No previous planning history.

4.0 PUBLICITY

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

5.0 POLICY

5.1 Central Government Advice

5.2 **Planning Policy Statement 1: 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: Housing (2006):** 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 **Planning Policy Guidance 13: 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 **Planning Policy Guidance 15: 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 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.

5.8 **East of England Plan 2008**

SS1 Achieving sustainable development

T1 Regional transport strategy objectives and outcomes

T9 Walking, cycling and other non-motorised transport

T14 Parking

ENV6 The historic environment

ENV7 Quality in the built environment

WM8 Waste management in development

5.9 **Cambridgeshire and Peterborough Structure Plan 2003**

Planning Obligation Related Policies

P6/1 Development-related Provision

P9/8 Infrastructure Provision

5.10 **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

4/11 Conservation Areas

4/13 Pollution and amenity

5/1 Housing provision

8/2 Transport impact

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*)

5.11 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.

5.12 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 (2006) - Open Space and Recreation Strategy:

Gives guidance on the provision of open space and recreation facilities through development.

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 Objection, subject to the attachment of standard informatives to any permission regarding Residents' Permits and works which impinge or impact upon the Public Highway.

Head of Environmental Services

- 6.2 The site of the proposed dwelling is located close to the rear of the existing Co-Operative supermarket at 64 Chesterton Road. There is a long history of complaints to Environmental Health from existing, neighbouring residential properties in connection with noise from the plant to the rear of the Co-Op. This has been addressed by way of statutory action for noise nuisance and by the planning process. Currently we do not have any complaints, but we understand the Co-Op is proposing to relocate and therefore we do not know who will take over the current site or how it will be used. To summarise, if the Co-Op moves out before this development then we have no concern about noise. However, if the Co-Op remains on site, a noise report and recommendations should be undertaken prior to consent to ascertain whether conditions would be needed to mitigate potential impact.
- 6.3 The scientific team have reviewed historic maps in relation to previous uses of this site and have advised that the standard full-contaminated land condition is imposed.

Historic Environment Manager

- 6.4 No objections are raised to the proposal. The gap is not important to the character and appearance of the Conservation Area. Trafalgar Road was developed in the Victorian era and the proposal has taken elements of this traditional design, but the overall design takes reference from the more recently built 2A Trafalgar Road with a ridge height which matches this modern building as opposed to no.2. The affiliation with 2A is supported, and materials and detailing should match those of 2A. There is concern about the minimal recession of the first floor windows on the front elevation to existing 2A, recessed windows are important in throwing shadows to animate buildings and as such this should be increased on the proposed dwelling.

6.5 A typical feature not considered by this proposal is a chimney stack, which should be added to the proposal in order to help the house fit in with its surrounds. Given the higher ridge of the proposal (compared with the existing no.2), a stack should be added between the two modern properties to divide up the length of the ridge.

6.6 Conditions to ensure materials match adjacent buildings, windows are recessed and control of joinery details should be imposed.

7.0 REPRESENTATIONS

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

- 2, Trafalgar Road, Cambridge CB4 1EU
- 18, Trafalgar Road, Cambridge CB4 1EU
- 24, Trafalgar Road, Cambridge CB4 1EU
- 32, Trafalgar Road, Cambridge CB4 1EU
- 5, Boathouse Court, Trafalgar Road, Cambridge CB4 1DU

7.2 The representations can be summarised as follows:

Character and Context

- Immediately adjacent to the De Freville Conservation area the proposal is not in keeping with the surrounding architecture;
- There appears to be no rear access so wheelie bins or to make provision for a garage etc. so bins will need to be kept on the pavement to the front spoiling the character of the street scene;
- This will worsen and already enclosed feel along the street;
- The Design and Access Statement refers to this site as 'a rundown brown-field site' which is not true, the land is currently paved and used for off-street parking and play area;
- The proposal fails to achieve statutory aims of integrating and complementing neighbouring buildings, being well integrated with a high quality public realm and streets, creating or enhancing a distinctive character that relates well to the surroundings, or supporting a local sense of pride.

Road safety and on street car parking

- Parking is extremely limited, this site is currently used for the parking of two cars, loss of this off-street car parking will put greater pressure on residents parking spaces further along Trafalgar Road.
- Close to local shops people already park illegally on the double yellow lines where the site is situated, vehicles associated with the building process will cause unacceptable access difficulties;
- The occupier of 18 Trafalgar Road is dependent on care visits, made by car which is essential, this will make finding a parking space even more problematic;
- Tensions in the road between customers of HSBC, Barker's Bakery and local residents are high. In October 2009 a traffic warden was assaulted along this road while issuing a ticket;
- Emergency vehicles will not be able to move down the road;
- If used by students they tend to leave bicycles out the front of properties on the pavement causing obstruction, making maneuvering of pushchairs, wheelchairs etc. dangerous;
- More traffic on a heavily parked road close to shops results in inadvertent damage to residents cars;
- The area to be developed is currently used by 2A to park two cars so the supporting Design and Access Statement incorrectly states that there is no new or altered vehicle access proposed;

Residential amenity

- The proposal will see a reduction in air and light currently enjoyed by neighbouring residents;
- The new property will not allow for oblique views across to 2 Trafalgar Road as the Design and Access Statement suggests, it will directly overlook the kitchen and garden area, and will significantly overshadow the garden area of 2 Trafalgar Road;

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. Refuse arrangements
5. Highway safety
6. Car and cycle parking
7. Third party representations
8. Planning Obligation Strategy

Principle of Development

- 8.2 The proposal involves the infilling of an existing gap within the line of residential development on the eastern side of the road, between 2 Trafalgar Road to the south of the development site, and 2a Trafalgar Road to the north.
- 8.3 Policy 5/1 of the Cambridge Local Plan (2006) explains that provision is to be made for an increase of 12,500 dwellings over the period 1999-2016, and while it is recognised that most of these will be from larger sites within the urban area and urban extensions, development of additional residential units on sites such as this will be permitted subject to the existing land use and compatibility with adjoining uses. I am of the view that the proposal would respect the character of Trafalgar Road and the De Freville Conservation Area, which is immediately adjacent to the southern boundary of the site. This view is further to the assessment I have made in the section below within the main body of the report.
- 8.4 Given the above I am of the opinion that the principle of residential development is acceptable and in accordance with policies SS1 and ENV7 of the East of England Plan (2008) and policies 3/1 and 5/1 of the Cambridge Local Plan (2006), subject to the proposed development being assessed against the other relevant issues and policies within the development plan.

Context of site, design and external spaces

- 8.5 The application site lies immediately adjacent to the boundary of the City's De Freville Conservation Area and includes 2 Trafalgar Road, which the proposed dwelling would adjoin. As such, the impact of the proposal on the character and appearance of the

Conservation Area must be considered. The building is proposed to be constructed in brick with a slate roof and timber windows and doors. There is a side passage between the proposed building and 2 Trafalgar Road to access the rear of the site, allowing cycles and wheelie bins to be moved to/from the street.

- 8.6 No objection to the proposal is raised by the Conservation Officer, who was consulted on the application. The existing gap in the street, between 2 and 2A Trafalgar Road, is not considered important to the character and appearance of the Conservation Area and development in this position is acceptable, with regard to character. The building has taken on board elements of traditional design from when Trafalgar Road was developed in the Victorian era, but has provided a modern interpretation which has been accepted in principle previously. The overall design takes its references from 2A Trafalgar Road, with a ridge height that matches the modern building rather than that of no.2 and as a modern development, the intention to take the details from 2A is supported. The bricks, slate, dormer details, windows, doors and brick arches to the windows and doors should match those of number 2A. The Conservation Officer did raise concern about the minimal recessing of the first floor windows on the front elevation on 2A. Recessed windows are important in throwing shadows across windows and giving movement and animation to buildings and it is therefore appropriate to require this is properly provided in the new property (condition 8).
- 8.7 Another typical detail in this area, which has not been included in this development proposal, is a chimney stack. As the Conservation Officer advises, this is a detail that should be added to help the new fit better with the surroundings. Given the higher ridge height of the proposal (compared to no. 2), the stack should be best added between the two modern properties, 2A and this proposed building, where it would help break up the uninterrupted ridge, which is not characteristic of the street. The agent has agreed to this change and amended plans are to be submitted which will incorporate a chimneystack similar to other examples in the street. Confirmation that the amended plans have been received will be reported on the amendment sheet or orally to Committee at the meeting. Further to this the proposal is considered compliant with East of England Plan (2008) policy ENV7, and Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12 and 4/11 subject to the imposition of conditions as suggested by the Conservation Officer to ensure materials match adjacent

buildings (condition 7), windows are recessed (condition 8) and control joinery details (condition 9).

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.8 The very nature of terrace developments makes a degree of overlooking of back garden amenity space inevitable because of the close proximity to neighbours. This situation is intensified somewhat by the infilling of a gap in the built form along the eastern side of Trafalgar Road. However, the development does not allow for any overlooking of primary living space and whilst it will increase the opportunity for overlooking and the perception of being overlooked within the rear garden areas of 2 and 2A Trafalgar Road, I am satisfied that this alone will not be significant enough to warrant refusal of the proposal.
- 8.9 The use of the site for a residential dwelling will increase the in comings and goings, and in turn noise and disturbance. Of most concern is the proposed access to the rear via a covered way adjacent to 2 Trafalgar Road. This provides access to the rear garden area, where storage of refuse/recycling and bicycles is proposed. However, the projected frequency of movement for a single three bedroom property is not considered significant and I believe any movement and noise along this passage will be vary limited and and absorbed by the flank wall of no. 2in almost all cases.
- 8.10 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and subject to conditions to control the hours that collections and deliveries are made (condition 2) and hours of construction (condition 3) I consider the proposal compliant with East of England Plan (2008) policy ENV7, and Cambridge Local Plan (2006) policies 3/4 and 3/7.

Amenity for future occupiers of the site

- 8.11 The site of the proposed dwelling is located close to the rear of the existing Co-Operative supermarket at 64 Chesterton Road. There is a long history of complaint to the City Council Environmental Health team from existing, neighbouring residential property, about noise from the plant to the rear of the Co-Op. This has been

addressed by way of statutory action for noise nuisance and by the planning process. Currently the local authority does not have any ongoing complaint. The Co-Op is proposing to relocate and therefore there is question as to who will take over the current site and how it will be used. However, the Co-Op remains on site the EHO considers it necessary that a full noise report be submitted to the local planning authority for the consideration of Environmental Health, so that if levels of noise from the adjacent site are found to be unacceptable, and have the potential to have an adverse impact upon the quality of life that prospective occupiers of this proposed house should expect to enjoy, the assessment will allow Environmental Health to promote mitigating measures.

- 8.12 With regard to contaminated land, a review of historic maps in relation to this site suggests it was previously occupied by coal and coke merchants between 1920s-1950s and by a builders yard in the late 1880s. Therefore the standard full-contaminated land condition is suggested in order to safeguard the residential amenity of prospective occupiers (condition 4).
- 8.13 Based on the advice given by Environmental Health, I recommend that permission only be granted subject to a full noise assessment being undertaken thereby allowing for the appropriate conditioning of the development with regards to residential amenity to ensure the proposal provides a high-quality living environment for future occupiers. Subject to this and the imposition of the standard condition concerning contaminated land (condition 4), I consider that in this respect the proposal is compliant with East of England Plan (2008) policy ENV7, and Cambridge Local Plan (2006) policies 3/7, 3/12 and 4/13.

Refuse Arrangements

- 8.14 Provision for the storage of recyclables and waste is proposed to the rear of the dwelling within the small garden area as a shared store for wheelie bins and cycles. Access to and from the street for manoeuvring the receptacles for collection is via a passageway adjacent to the 2 Trafalgar Road. While I believe there is adequate space onsite in this area to meet the required provision, I consider a condition necessary, as I am not confident that the footprint of the proposed store is large enough to accommodate three wheelie bins in addition to three cycles. Furthermore, no elevational details of the proposed store are

provided on the submitted plans, so its height and materials are unknown.

- 8.15 Subject to the imposition of the standard condition which requires the submission of full details of the arrangements on site for waste storage (condition 5) I consider the proposal compliant with East of England Plan (2008) policy WM6 and Cambridge Local Plan (2006) policy 3/12.

Highway Safety

- 8.16 Third party representations have raised a number of concerns regarding to highway safety and hazardous conditions for pedestrians and cyclists as a result of a loss of off-street parking and the potential for increasing traffic movement. There is also a fear that emergency services will not have adequate access along the road. However, this area falls within the City's Controlled Parking Zone (CPZ). Therefore, prospective occupiers of the proposed dwelling will not qualify for Residents' parking permits within the existing Residents' Parking Scheme. As such prospective occupiers of the site will not have authority to park their vehicles along Trafalgar Road or on the surrounding streets, which fall within the CPZ. The same restriction also applies to the occupiers of 2A Trafalgar Road. Some of the third party representations received raise concern at the loss of the hard standing to the proposed development which is currently used by the occupiers of 2A for the parking of two car and the knock on effect of these cars also competing for on street car parking. However, without the benefit of qualifying for Residents parking permits, by virtue of the implementation of the planning permission granted under planning reference 05/0089/FUL, the same restrictions will apply to these existing occupiers as will the prospective occupiers of this proposed development.
- 8.17 Given the above I am confident that there should be no implications for the parking situation along Trafalgar Road. Should the proposed development be implemented, the situation should remain unchanged. Cambridgeshire County Council (Engineering) acting as the Local Highway Authority has raised no objection on the grounds of highway safety and I am therefore of the opinion that the proposal is compliant with East of England Plan (2008) policy T1 and Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

- 8.18 No on site car parking is proposed. The site is located with the CPZ and prospective occupiers of the dwelling will not qualify for the Residents Parking scheme which operating along Trafalgar Road and the surrounding street. Given that the proposal site is well located in terms of accessibility, situated on a public bus route and convenient for cycling into the city whilst also located within a local centre I am satisfied that a car free development in this location is acceptable.
- 8.19 The proposal accommodates cycle parking in a store within the rear garden area as a shared space with the proposed refuse and recycling storage provision. As was my view with regard to the storage of wheelie bins rehearsed above, I am satisfied that there is adequate space onsite in this area to meet the required provision, but I consider a condition requiring full details of this space necessary. As rehearsed above, this is because I am not convinced that the footprint of the proposed store is large enough to accommodate three wheelie bins in addition to three cycles, which is the minimum provision required by the City Council's Cycle parking Standards as set out in Appendix D of the Cambridge Local Plan (2006). Subject to the imposition of a standard condition requiring full details for the provision of secure and covered cycle parking (condition 6), I am satisfied that the proposal is compliant with East of England Plan (2008) policy T9, and Cambridge Local Plan (2006) policy 8/6.

Third Party Representations

- 8.20 Previously objections were raised to the development proposed under planning reference 05/0089/FUL on the basis that it would be better to develop the adjacent site (the application site brought forward for development by this application) at the same time thereby securing a more comprehensive development and that the adjacent parking area may become a dumping space for rubbish. I believe this proposal sits well in continuation from 2A Trafalgar Road and it will ensure the dumping of rubbish does not take place.
- 8.21 In response to the third party objections raised to this application I am satisfied that I have addressed these fully above within the main body of the report.

Planning Obligation Strategy

8.22 The Planning Obligation Strategy (2004) provides a framework for expenditure of financial contributions collected through planning obligations. The applicants have indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Strategy. 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. 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 contribution sought has been calculated as follows.

8.24 The application proposes the erection of one, three bedroom dwelling. No residential units would be removed, so the net total of additional residential units is one. A house or flat is assumed to accommodate one person for each bedroom, but one-bedroom flats are assumed to accommodate 1.5 people. Contributions towards children's play space are not required from one-bedroom units. The totals required for the new buildings are calculated as follows:

Formal open space					
Type of unit	Persons per unit	£ per person	£per unit	Number of such units	Total £
1 bed	1.5	360	540		
2-bed	2	360	720		
3-bed	3	360	1080	1	1080.00
4-bed	4	360	1440		
Total					1080.00

Informal open space					
Type of unit	Persons per unit	£ per person	£per unit	Number of such	Total £

				units	
1 bed	1.5	306	459		
2-bed	2	306	612		
3-bed	3	306	918	1	918.00
4-bed	4	306	1224		
Total					918.00

Children's play space					
Type of unit	Persons per unit	£ per person	£per unit	Number of such units	Total £
1 bed	1.5	0	0		
2-bed	2	399	798		
3-bed	3	399	1197	1	1197.00
4-bed	4	399	1596		
Total					1197.00

8.25 A S106 planning obligation to secure the requirements of the Planning Obligation Strategy (2004) has been completed and as such I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and P9/8 and Cambridge Local Plan (2006) policies 3/8 and 10/1.

Community Development

8.26 The Planning Obligation Strategy (2004) requires that all new residential developments contribute to community development facilities, programmes and projects. This contribution is £1085 for each unit of one or two bedrooms and £1625 for each larger unit. The total contribution sought has been calculated as follows:

Community facilities			
Type of unit	£per unit	Number of such units	Total £
1 bed	1085.00		
2-bed	1085.00		
3-bed	1625.00	1	1625.00
4-bed	1625.00		
Total			1625.00

- 8.27 A S106 planning obligation to secure the requirements of the Planning Obligation Strategy (2004) has been completed and as such I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and P9/8 and Cambridge Local Plan (2006) policies 5/14 and 10/1.

RECOMMENDATION

1. APPROVE subject to the satisfactory submission of a full noise assessment and any resultant conditions, 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. 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: To safeguard the residential amenity of neighbouring occupiers (Cambridge Local Plan 2006 policies 3/4 and 4/13)

3. 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)

4. No development shall commence until such time as a contaminated land assessment and associated remedial strategy, together with a timetable of works, has been submitted to, and approved in writing by the local planning authority.

The contaminated land assessment shall include a desk study to be submitted to, and approved in writing by the local planning authority. This shall detail the history of the site uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved by the local planning authority in writing prior to investigations commencing on site.

The site investigation, including relevant soil, soil gas, surface and groundwater sampling, shall be carried out by a suitable qualified and accredited consultant/contractor in accordance with a quality assured sampling and analysis methodology.

A site investigation report detailing all investigative works and sampling on site, together with the results of the analysis, risk assessment to any receptors and a proposed remediation strategy shall be submitted to, and approved in writing by the local planning authority. The local planning authority shall approve such remedial works as required prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters.

Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance. If, during the works contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed in writing with the local planning authority.

Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved in writing by the local planning authority. The closure report shall include details of the proposed remediation works and quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from site.

5. Notwithstanding the details of refuse storage illustrated on the approved plans, 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 interests of visual amenity. (East of England Plan 2008 ENV7 and WM6 and Cambridge Local Plan 2006 policies 3/4, 3/7 and 3/12)

6. 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)

7. No development shall commence until such time as samples of roofing and walling materials have been submitted to, and approved in writing, by the local planning authority. Thereafter the development shall be in accordance with the approved details.

Reason: To ensure that the details of the development are acceptable as to protect the visual amenity of the Conservation Area immediately adjacent. (East of England Plan 2008 policy ENV6 and Cambridge Local Plan 2006 policy 4/11).

8. All joinery [window frames, etc.] shall be recessed at least 50 / 75mm back from the face of the wall / façade. No development shall commence until such time as the means of finishing of the 'reveal' has been submitted to, and approved in writing by, the local planning authority.

Reason: To ensure that the details of the development are acceptable as to protect the visual amenity of the Conservation Area immediately adjacent. (East of England Plan 2008 policy ENV6 and Cambridge Local Plan 2006 policy 4/11).

9. All new joinery shall be of timber and not metal or plastic. Unless agreed otherwise with the express, written consent, of the local planning authority.

Reason: To ensure that the details of the development are acceptable as to protect the visual amenity of the Conservation Area immediately adjacent. (East of England Plan 2008 policy ENV6 and Cambridge Local Plan 2006 policy 4/11).

INFORMATIVE: The applicant is advised that when submitting samples for the discharge of condition only materials which match those of the adjacent building are likely to be considered acceptable.

INFORMATIVE: Notwithstanding any consent granted under the relevant planning act/s, the applicant is advised that before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway the express consent of Cambridgeshire County Council as the Local Highway Authority will be required. All costs associated with any construction works will be borne by the developer.

INFORMATIVE: Notwithstanding any consent granted under the relevant planning act/s, the applicant is advised that before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway the express consent of Cambridgeshire County Council as the Local Highway Authority will be required. All costs associated with any construction works will be borne by the developer. The developer will not be permitted to drain roof water over the public highway, nor across it in a surface channel, but must make arrangements to install a piped drainage connection. No window or door will be allowed to open over a highway and no foundation or footing for the structure will be allowed to encroach under the public highway.

INFORMATIVE: The applicant is advised that any granting of Planning Permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and a separate permission must be sought from the Highway Authority for such works.

INFORMATIVE: The applicant is advised that if the intension is to let the property as a House in Multiple Occupation (HMO), then they should contact housing standards at Mandela House, 4 Regent Street, Cambridge and Building Control concerning fire precautions, means of escape and the HHSRS.

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: Policies ss1, T1, T9, T14, ENV6, ENV7 and WM8

Cambridgeshire and Peterborough Structure Plan 2003: Policies P6/1 and P9/8

Cambridge Local Plan (2006): Policies 3/1, 3/4, 3/7, 3/11, 3/12, 4/11, 4/13, 5/1 and 8/2

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.

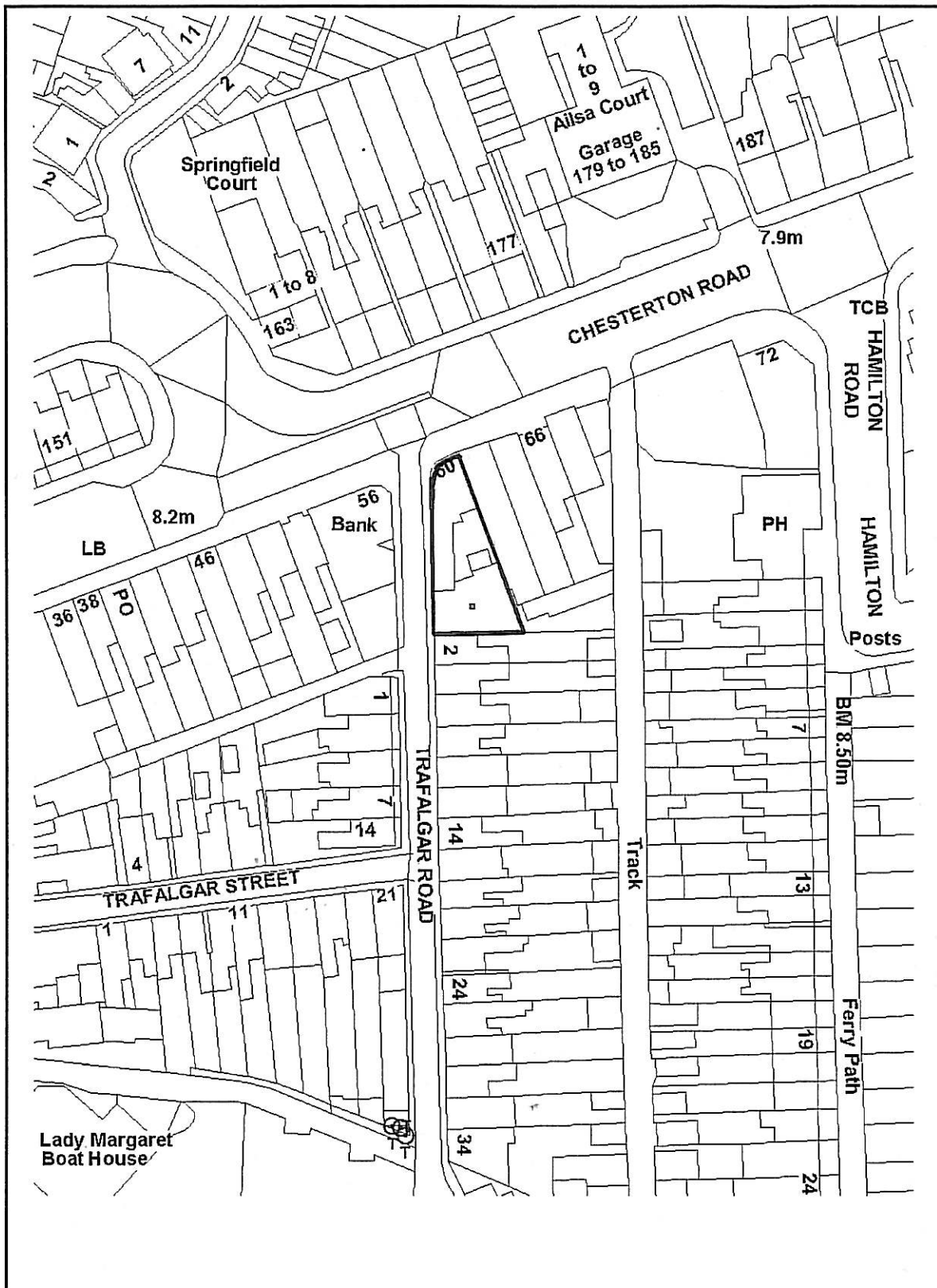
These reasons for approval can be a summary of the reasons for grant of planning permission only. For further detail on the decision please see the officer report by visiting the Council Planning Department.

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.



09/1116/FUL
 Land Adjacent To 2A Trafalgar Road Cambridge
 Cambridgeshire CB4 1EU