



## EAST AREA COMMITTEE



### AGENDA

**To: City Councillors:** Blencowe (Chair), Owers (Vice-Chair), Benstead, Brown, Hart, Herbert, Johnson, Marchant-Daisley, Moghadas, Roberts, Saunders and Smart

**County Councillors:** Bourke, Kavanagh, Walsh and Whitehead

*Dispatched: Monday 30 December 2013*

**Date:** Thursday, 9 January 2014  
**Time:** 7.00 pm  
**Venue:** Meeting Room - Cherry Trees Day Centre  
**Contact:** Glenn Burgess **Direct Dial:** 01223 457013

**The East Area Committee agenda is usually in the following order:**

- Open Forum for public contributions
- Delegated decisions and issues that are of public concern, including further public contributions
  - Planning Applications

This means that planning items will not normally be considered until **at least 8.30pm.**

**1 APOLOGIES FOR ABSENCE**

**2 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 should be sought **before the meeting.**

## Minutes And Matters Arising

### 3 **MINUTES** (*Pages 7 - 20*)

To confirm the minutes of the meeting held on 28 November 2013.

### 4 **MATTERS & ACTIONS ARISING FROM THE MINUTES** (*Pages 21 - 22*)

Reference will be made to the Committee Action Sheet available under the 'Matters & Actions Arising From The Minutes' section of the previous meeting agenda.

General agenda information can be accessed using the following hyperlink:

<http://democracy.cambridge.gov.uk/ieListMeetings.aspx?CommitteeId=147>

## Open Forum: Turn Up And Have Your Say About Non-Agenda Items

### 5 **OPEN FORUM**

Refer to the 'Information for the Public' section for rules on speaking.

## Items For Decision / Discussion Including Public Input

### 6 **CONSULTATION ON DRAFT COMMUNITY SAFETY PARTNERSHIP PRIORITIES 2014-15 - EAC 09/01/14** (*Pages 23 - 70*)

### 7 **CAMBRIDGE 20MPH PROJECT – PHASE 2, EAST AREA CONSULTATION** (*Pages 71 - 112*)

### 8 **PROGRESS REPORT BY THE MILL ROAD COORDINATOR**

Report attached separately

## Intermission

**Appendix 1 for full details of Central Government Guidance**

## Planning Items

### **9 PLANNING APPLICATIONS**

The applications for planning permission listed below require determination. A report is attached with a plan showing the location of the relevant site. Detailed plans relating to the applications will be displayed at the meeting.

9a 13/1381/FUL - 27 Hills Road (*Pages 123 - 142*)

9b 13/1548/FUL - 128 Perne Road (*Pages 143 - 160*)

9c 13/1471/FUL - 72 Vinery Road (*Pages 161 - 182*)

# Meeting Information

## 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.

## Public Speaking on Planning Items

Area Committees consider planning applications and related matters. On very occasions some meetings may have parts, which will be closed to the public, but the reasons for excluding the press and public will be given.

Members of the public who want to speak about an application on the agenda for this meeting may do so, if they have submitted a written representation within the consultation period relating to the application and notified the Committee Manager that they wish to speak by **12.00 noon on the working day before** the meeting.

Public speakers will not be allowed to circulate any additional written information to their speaking notes or any other drawings or other visual material in support of their case that has not been verified by officers and that is not already on public file.

For further information on speaking at committee please contact Democratic Services on 01223 457013 or [democratic.services@cambridge.gov.uk](mailto:democratic.services@cambridge.gov.uk).

Further information is also available online at

<https://www.cambridge.gov.uk/speaking-at-committee-meetings>

The Chair will adopt the principles of the public speaking scheme regarding planning applications for general planning items and planning enforcement items.

Cambridge City Council would value your assistance in improving the public speaking process of committee meetings. If you have any feedback please contact Democratic Services on 01223 457013 or [democratic.services@cambridge.gov.uk](mailto:democratic.services@cambridge.gov.uk).

**Representations  
on Planning  
Applications**

**Public representations** on a planning application should be made in writing (by e-mail or letter, in both cases stating your full postal address), within the deadline set for comments on that application. You are therefore strongly urged to submit your representations within this deadline.

**Submission of late information** after the officer's report has been published is to be avoided. A written representation submitted to the Environment Department by a member of the public after publication of the officer's report will only be considered if it is from someone who has already made written representations in time for inclusion within the officer's report.

Any public representation received by the Department after 12 noon two working days before the relevant Committee meeting (e.g. by 12.00 noon on Monday before a Wednesday meeting; by 12.00 noon on Tuesday before a Thursday meeting) will not be considered.

The same deadline will also apply to the receipt by the Department of additional information submitted by an applicant or an agent in connection with the relevant item on the Committee agenda (including letters, e-mails, reports, drawings and all other visual material), unless specifically requested by planning officers to help decision-making.

**Filming,  
recording and  
photography**

The Council is committed to being open and transparent in the way it conducts its decision-making. Recording is permitted at council meetings, which are open to the public. The Council understands that some members of the public attending its meetings may not wish to be recorded. The Chair of the meeting will facilitate by ensuring that any such request not to be recorded is respected by those doing the recording.

Full details of the City Council's protocol on audio/visual recording and photography at meetings can be accessed via:

<http://democracy.cambridge.gov.uk/ecSDDisplay.aspx?NA ME=SD1057&ID=1057&RPID=33371389&sch=doc&cat=13203&path=13020%2c13203>.

**Fire Alarm** In the event of the fire alarm sounding please follow the instructions of Cambridge City Council staff.

**Facilities for disabled people** Level access is available at all Area Committee Venues.

A loop system is available on request.

Meeting papers are available in large print and other formats on request prior to the meeting.

For further assistance please contact Democratic Services on 01223 457013 or [democratic.services@cambridge.gov.uk](mailto:democratic.services@cambridge.gov.uk).

**Queries on reports** If you have a question or query regarding a committee report please contact the officer listed at the end of relevant report or Democratic Services on 01223 457013 or [democratic.services@cambridge.gov.uk](mailto:democratic.services@cambridge.gov.uk).

**General Information** Information regarding committees, councilors and the democratic process is available at <http://democracy.cambridge.gov.uk>.

**EAST AREA COMMITTEE**

28 November 2013

7.00pm - 11.26 pm

**Present:** Councillors Blencowe (Chair), Benstead, Brown, Hart, Herbert, Johnson, Moghadas, Roberts, Saunders and Smart

**Area Committee Members:** County Councillors Kavanagh and Whitehead

**Officers:**

City Development Officer: Sarah Dyer

Principal Planning Officer: Tony Collins

Urban Growth Project Manager: Tim Wetherfield

Senior Planning Investigations Officer: Debs Jeakins

Safer Communities Section Manager: Lynda Kilkelly

Committee Manager: Glenn Burgess

**Other in Attendance:**

Chief Inspector: Chris Balmer

Police Sergeant: Colin Norden

Fire Safety Officer: Jim Meikle

**FOR THE INFORMATION OF THE COUNCIL**

**Request to film the meeting**

The Chair gave permission for Mr Taylor to film the Open Forum section of the meeting. It was confirmed that filming would cease if members of the public or speakers expressed a desire not to be filmed.

**13/74/EAC Apologies For Absence**

Apologies were received from City Councillors Marchant-Daisley and Owers, and County Councillors Bourke and Walsh.

**13/75/EAC Declarations Of Interest**

<b>Councillor</b>	<b>Item</b>	<b>Interest</b>
Brown	13/81c/EAC	Personal: Had met with the owners of 21 Glisson Road
Brown	13/81d/EAC	Personal: Member of the Campaign for Real Ale (CAMRA)
Saunders	13/81d/EAC	Personal: Member of Cambridge Past Present and Future
Saunders	13/78/EAC	Personal: Member of the Cambridge Cycling Campaign
Johnson	13/80/EAC	Personal: Council Representative on East Barnwell Community Centre Board
Whitehead	13/80/EAC	Personal: Council Representative on East Barnwell Community Centre Board

**13/76/EAC Minutes**

The minutes of the meeting of the 17 October 2013 were approved and signed as a correct record.

**13/77/EAC Matters & Actions Arising From The Minutes**

An updated Action Sheet from the meeting held on 17 October was circulated

**13/78/EAC Open Forum**

- Hester Wells, speaking on behalf of the Cambridge Cycling Campaign, welcomed the proposed cycle parking on Kingston Street and Mawson Road. The committee were asked if they were in support of the proposed cycle parking on Thoday Street.**

Councillor Kavanagh, as the County Council's Cycling Champion, expressed his support and confirmed that he was working closely with Council's Cycling Team to facilitate this.



Members expressed support for increased cycle parking provision across the whole City, but highlighted the need for further resident consultation with regard to Thoday Street.

- 2. George Fernando and Jan Taylor expressed safety concerns related to parking near Bury Court in Stone Street and requested double yellow lines.**

Councillor Whitehead highlighted a County Council fund for projects of up to £10,000 that could be applied for by local residents. However residents would be asked to pay a 10% contribution.

**Action: Councillor Whitehead to forward details to Mr Fernando outside of the meeting.**

- 3. Alistair Storer welcomed the Perne Road/Radegund Road roundabout scheme but expressed reservations about the mixing of cyclists and pedestrians. Councillors were asked if they would support a more radical scheme in the future.**

Councillor Herbert confirmed that public support, in the form of 200 consultation responses, had been received for the current scheme. He noted that many roundabouts in Cambridge needed further investigation and that Ward Councillors would be happy to meet with the Cambridge Cycling Campaign to discuss the issue in more detail.

- 4. Antony Carpen asked the following questions, as previously circulated by email:**

- How many Councillors have used the 'Shape Your Place' (SYP) Website?**
- Which social media tools does each Councillor use (e.g Facebook, Twitter) and how often?**
- What do Councillors think are the barriers stopping them and residents using social media?**
- Would it be useful for Councillors to have a refresh introduction to social media workshop that I ran in 2012? Again, I would be willing to do this for free as I did in 2012 and would want to open it up to Councillors of all tiers in and around Cambridge.**

Councillor Brown confirmed that she regularly used Twitter, SYP and Facebook. To date she had posted over 63,000 tweets.

Councillor Johnson confirmed that he also regularly used SYP and had posted over 27,000 tweets.

Councillor Smart confirmed that she did not use social media and communicated mostly via email. It was noted that County Councillor Amanda Taylor had recently conducted a Councillor Surgery on the SYP website that had been well received.

The Chair suggested that other Councillors may wish to respond to Mr Carpen individually outside of the meeting.

**5. Antony Carpen asked the following questions, as previously circulated by email:**

- **Please could Councillors update everyone on what youth outreach they have done – in particular engaging young people in democracy**
- **Please could Councillors comment on whether they would be willing to invite interested students from local secondary schools (Esp Coleridge, Parkside & St Bedes) to visit the Guildhall and perhaps take part in a workshop where they engage with Officers, Councillors and each other. Cambridgeshire County Council, at my prompting is already making such arrangements for such visits for students at Long Road and Hills Road Sixth Form Colleges.**

Councillor Kavanagh confirmed that he regularly visited local schools to talk about the political process. He had also recently attended Hills Road Sixth Form College to assist them with a petition.

Councillor Moghadas responded that, as education is a County Council responsibility, most of the engagement would be undertaken by them. However she had been involved with a Ward Councillor project at Manor Community College and had worked with foreign students visiting the Guildhall.

Councillor Saunders highlighted the importance of engaging young people in democracy and said he would be happy to meet with Mr Carpen outside of the meeting to discuss this in more detail.

Councillor Brown responded that she had recently given a lecture to students in Oxford and would be happy to replicate this in Cambridge.

Councillor Johnson highlighted the recent Motion to Council regarding engaging with local students and confirmed that he had recently visited Parkside Sixth Form. It was also noted that the Equalities Panel had recently agreed to look at young people and the democratic deficit.

Councillor Smart confirmed that she had regularly visited local schools in her capacity as a Councillor.

**6. Mr Carpen highlighted the following upcoming community events:**

- **Training for young people at Coleridge School: 5 December 2013.**
- **Morley School Bazaar: 14 December 2013.**
- **National Citizens Service Graduation Event: 2 December 2013.**

These were noted.

**7. Maureen Symons raised safety and parking concerns about the Stourbridge Common end of Riverside.**

Councillor Whitehead confirmed that she had met this week with County Council Highway Officers to discuss the issue. It was hoped that a consultation on a new parking scheme would be issued shortly.

Councillor Roberts confirmed that an update on the issue would be included in the next Labour Party Ward Leaflet.

**8. Stuart Fawkes, speaking on behalf of the Cambridge Bike Polo Club, asked for information on possible funding sources for the renovation of their current Council owned facilities, or a new permanent practice facility.**

The Chair suggested contacting the dedicated Grants Officer, Elaine Shortt ([elaine.shortt@cambridge.gov.uk](mailto:elaine.shortt@cambridge.gov.uk) or [01223 457968](tel:01223457968)) to discuss the issue in detail.

Councillor Brown, as Executive Councillor for Community Wellbeing, confirmed that sports and leisure grants were available for this type of project and that the funding would be delegated to Area Committees next year.

Councillor Kavanagh confirmed that a facility was available in Alconbury and that he would be happy to discuss the issue with Mr Fawkes outside of the meeting.

### **13/79/EAC Policing and Safer Neighbourhoods - East Area Committee**

The Committee received a report from Police Sergeant Norden regarding the policing and safer neighbourhoods trends.

The report outlined actions taken since the Committee on 25 July 2013. The current emerging issues/neighbourhood trends for each ward were also highlighted (see report for full details).

**Public Question: James Roman (Deputy Coordinator: Abbey Ward Residents Neighbourhood Watch) expressed concern about prolonged drug trafficking and drug dealing in Whitehill Road, Galfrid Road, Rayson Way and Thorley Road. Concern was also expressed that their regular PCSO had been moved over to Mill Road.**

The Police Sergeant acknowledged the concerns and arranged to meet Mr Roman outside of the meeting to discuss the issue in detail. It was noted that officers had arrested two males in Whitehall Road with ¼ kg of cocaine and both were currently on bail. It was also noted that, whilst the regular PCSO had now been moved, a replacement had been arranged. The new PCSO (Sam Palmer) would be attending Neighbourhood Watch meetings and would be taken around to meet local residents.

In response to members' questions Sergeant Norden and the Fire Safety Officer confirmed the following:

- (i) Work was on-going between the Police and the Fire Service to monitor empty properties in the City to reduce the threat of arson.

- (ii) The Police and Fire Services actively supported community action days to address fly tipping issues. Work was also undertaken with the City Council to address this.
- (iii) 'Other Crimes' as listed in the report normally referred to drug crime and public order offences.
- (iv) Acknowledged the effect that dwelling burglary can have on the victims and highlighted the support available:
  - Follow up visits and advice given by PCSO's.
  - Advice pack provided.
  - 'Bobby Scheme' to give security advice.
  - Referrals to GP's and Councillors.
  - Local rate victim support line.

With regard to dwelling burglaries, the Chief Inspector for Cambridge confirmed the following:

- The issue is discussed weekly and was classified as a City wide priority.
- Dedicated burglary patrols were in place.
- A dedicated Detectives Team worked solely on burglary across the City.
- Monitoring visits were undertaken with those released from prison on burglary charges.

The following priorities were unanimously **agreed**:

- (i) Tackle the supply of drugs in the East area.
- (ii) Policing issues associated with Mill Road.
- (iii) Reduce shoplifting in the East area.

### **13/80/EAC Developer Contributions Devolved Decision-Making: 2nd Round Priority-Setting for East Area**

The Committee received a report from the Urban Growth Project Manager regarding second round priority-setting for devolved developer contributions.

It was noted that, in Table 1 on page 2 of the report, the figure for devolved community facilities contributions should read £325k (rounded down to the nearest £25k), rather than £275k.

It was also noted that paragraph 4.2a of the report outlined the reasons for the Officers' view as to why the proposal for the East Barnwell Community Centre

was not yet ready for consideration. That said, it was pointed out that if the Area Committee did wish to consider this proposal at this stage, the Area Committee would be entitled to identify four priorities plus one grant-funded priority.

Individual Members spoke in support of their preferred projects.

Due to differing views regarding the level of funding to allocate to the Ross Street Community Centre extension the Chair proposed that a separate vote be taken:

- £150,000 allocated to the Ross Street Community Centre extension (**proposal lost by 6 votes to 4**)
- £70,000 allocated to the Ross Street Community Centre extension with £255,000 community facilities contributions allocated to develop phase 1 of the East Barnwell Community Centre Project (**resolved unanimously**)

**Resolved** to identify the following short-listed options to prioritise from devolved developer contributions funding in the second round, subject to project appraisal:

- Create Romsey 'town square' by Mill Road Co-op/St Phillip's Church (**resolved unanimously**)
- Improve Bath House play area and landscaping at the front - with improvements to Ditton Fields play area for toddlers/pre-schoolers as a reserve (**resolved by 9 votes to 1**)
- £70,000 allocated to the Ross Street Community Centre extension with £255,000 community facilities contributions allocated to develop phase 1 of the East Barnwell Community Centre Project (**resolved unanimously**)
- That a further report be brought back to the East Area Committee in in due course giving more information on informal open space projects at Coldhams Lane and Howard Road/Dudley Road.

## **13/81/EAC Planning Applications**

### **Re-ordering of the agenda**

Under paragraph 4.2.1 of the Council Procedure Rules, the Chair used his discretion to alter the order of the agenda items. However, for ease of the reader, these minutes will follow the order of the agenda.

### **13/81a/EAC 13/1169/FUL - 64 Catharine Street**

The Committee received an application for full planning permission.

The application sought permission for the construction of a two storey studio unit.

**Resolved** (unanimously) to grant the application for planning permission in accordance with the officer recommendation, for the reasons set out in the officer report, and subject to the conditions recommended by the officer.

### **13/81b/EAC 13/1358/S73 - Nusha, 7A Cambridge Leisure Park, Clifton Way**

The Committee received a Section 73 application to vary conditions.

The Section 73 application sought approval to vary condition 2 of permission 08/1581/FUL to extend opening hours to allow opening until 03:00 hours on Saturdays and Sundays.

Roger Crabtree addressed the Committee and made the following points in objection to the application:

- i. Extended hours would result in additional noise and disturbance for local residents.
- ii. The leisure park was originally set up as a daytime and evening entertainment area, with later licenses only being granted to the cinema and The Junction.
- iii. Late licenses had already been refused for a Wetherspoons pub and Subway as they would affect residential amenity.
- iv. Whilst two separate Inspectors had given their views on previous applications the Case Officer seems to have only taken into account one set of views.

- v. The number of residents in the area is increasing and they will be affected by the increased noise and disturbance.
- vi. 3am was too late and urged the Committee to reject.

**Resolved** (by 6 votes to 2) to grant the application for varied conditions in accordance with the officer recommendation, for the reasons set out in the officer report, and subject to the conditions recommended by the officer.

### **13/81c/EAC 13/1262/FUL - Land adj 40-42 Cambridge Place**

The Committee received an application for full planning permission.

The application sought permission for the redevelopment of land adjacent to 40-42 Cambridge Place, Cambridge for the erection of a block of 3No. 1 bed apartments and 3No. 1 bed studios.

Jenny Zinovieff, Jennifer Josselyn and Barbara Bell addressed the Committee and made the following points in objection to the application.

- vii. The development would cause overshadowing of neighbouring gardens and a sense of enclosure.
- viii. Development would be bulky and overbearing.
- ix. Loss of privacy for neighbouring properties.
- x. Concerned that the Case Officer did not visit all affected neighbours.
- xi. The appearance would not be in-keeping with a conservation area and would be built right on the boundary line.
- xii. Concern about possible noise during construction.
- xiii. Concern about parking and congestion.
- xiv. Concern over the lack of provision for disabled people.

**Resolved (by 9 votes to 1)** to reject the Officer recommendation to approve the application.

**Resolved (by 9 votes to 0)** to refuse the application contrary to the Officer recommendations for the following reasons:

Due to its height, bulk, and proximity to the common boundaries, the proposed development would dominate and enclose the rear gardens of 21 and 23 Glisson Road to a significant and unacceptable degree. The proposal is therefore contrary to policies 3/4 and 3/12 of the Cambridge Local Plan 2006.



**13/81d/EAC 13/0810/FUL - The Royal Standard, 292 Mill Road**

The Committee received an application for full planning permission.

The application sought permission for the conversion of shop (Use Class A1) to Public House (A4) and enabling residential development (conversion and extension to provide student let accommodation and erection of five terraced houses) at the former Royal Standard.

Sheila Jeffrey and Ms Walker addressed the Committee and made the following points in objection to the application.

- xv. A small pub garden would not suit the needs of the local community and would simply be used by smokers.
- xvi. The large garden area is an attractive space and a focal point of the pub.
- xvii. The large garden and car park area could be used for community events.
- xviii. 5 houses would be overdevelopment of the space.
- xix. Concerned about student accommodation above a pub.
- xx. The Inspector identified a large garden as a key element to the long term success of a pub.
- xxi. Concern over possible parking and noise issues.
- xxii. Proposal contradicts the Local Plan and IPPG guidance.

Alistair Cook (Campaign for Real Ale) addressed the Committee regarding the application and made the following points:

- i. Welcomed proposals to retain the pub.
- ii. Whilst concerned about the lack of open space, the business would be viable with a large or small garden.

Philip Kratz (Applicants Agent) and Jethro Scotcher-Littlechild (Licensee) addressed the Committee in support of the application.

Councillor Smart read out a statement on behalf of Councillor Bourke.

**Resolved** (by 6 votes to 2) to grant the application for planning permission in accordance with the officer recommendation, for the reasons set out in the officer report, and subject to the conditions recommended by the officer and the following additional condition:

**New Condition 18**

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)

**13/82/EAC General Items****Enforcement Report - Unauthorised Development: Land to the rear of 91 and 93 Burnside, Cambridge**

The Committee received a Planning Enforcement Control Order for breach of planning control at 91 and 93 Burnside Cambridge.

The Committee were asked to consider the breach of planning control detailed in the Officer's report and any representations made to them and, if appropriate, authorise Officers to pursue action.

The Planning Investigations Officer highlighted the following minor amendments to recommendation 8.1 (iii) and 8.2 in the Officers report:

8.1 (iii) to delegate authority to the Head of Planning and the Head of Legal Services jointly to exercise the Council's powers to take further action in the event of non-compliance with the enforcement notice.

**8.2 Steps to Comply**

i) Demolish the building which was been erected at the rear of 91 and 93 Burnside.

Mr Waite, the owner of 93 Burnside, addressed the committee.

The Committee:

**Resolved (unanimously)** to accept the Officer recommendations (subject to the changes above), for the reasons set out in the Officer report.

The meeting ended at 11.26 pm

**CHAIR**

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## COMMITTEE ACTION SHEET Agenda Item 4

<b>Committee</b>	<b>East Area Committee</b>
<b>Date</b>	<b>28 November 2013</b>
<b>Circulated on</b>	<b>10 December 2013</b>
<b>Updated on</b>	

<b>ACTION</b>	<b>LEAD OFFICER/ MEMBER</b>	<b>TIMESCALE</b>	<b>PROGRESS</b>
<p><b><u>Bury Court in Stone Street double yellow lines</u></b></p> <p>Forward details of the County Council Fund to Mr Fernando</p>	<p>Cllr Whitehead</p>	<p>ASAP</p>	

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## CAMBRIDGE CITY COUNCIL

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REPORT OF: Director of Customer and Community Services and  
Chair of the Cambridge Community Safety Partnership

TO: Area Committee - West	9/1/2014
Area Committee - East	9/1/2014
Area Committee - South	13/1/2014
Area Committee - North	6/2/2014

WARDS: All

### **CAMBRIDGE COMMUNITY SAFETY PARTNERSHIP DRAFT PRIORITIES 2014-17**

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#### **1 INTRODUCTION**

1.1 Cambridge Community Safety Partnership is currently consulting on new priorities following the production of a detailed Strategic Assessment of crime, disorder and anti-social behaviour across the City. These priorities will guide the work of the Partnership over the coming three-year period from 2014-2017 although the plan will be updated annually to ensure it reflects the needs of the community. This paper provides background information for consultation with Area Committees.

#### **2. RECOMMENDATIONS**

2.1 The Area Committee is asked to consider the evidence in the Strategic Assessment 2013 (Appendix A) and to give its view to the Cambridge Community Safety Partnership on the set of draft priorities as listed in 3.2.

#### **3. BACKGROUND**

3.1 The Cambridge Community Safety Partnership brings together a number of agencies and organisations concerned with tackling and reducing crime and anti-social behaviour in Cambridge.

The key role of the Partnership is to understand the kind of community safety issues Cambridge is experiencing; to decide which of these are the most important to deal with; and then decide what actions we can take

collectively; adding value to the day to day work undertaken by the individual agencies and organisations.

These actions are detailed in the 3 year Community Safety Plan. The current plan finishes in March 2014 and the Partnership is looking at everything afresh to develop a new plan to run until March 2017 and be updated each year to check that the set priorities are still relevant. To help in doing this the Partnership commissions an annual Strategic Assessment (Appendix A). The Strategic Assessment looks at, and seeks to understand the range of information that is available about crime, disorder, substance abuse and other community safety matters affecting Cambridge. The Partnership members use this information to decide on the priorities for the next year. The process in deciding on priorities involves consultation through Area Committees and Strategy and Resources Committee.

These priorities are different to the local priorities set in the Neighbourhood Profiles. They are city wide, longer term issues and which need to be addressed by the full range of agencies and organisations who are members of the Community Safety Partnership. However, it can be seen from the Strategic Assessment that local issues do feed into the overall picture of the community safety work to be done in the City.

### **3.2 Draft Priority Areas for Future Work**

The Partnership discussed the Strategic Assessment 2013 at a Development Day in November. It reflected on the success of the Partnership over several years, with year on year reductions in overall crime. The members considered if now was a good time, when crime levels are relatively low, to concentrate on some longer term strategic issues. Given the evidence presented in the Strategic Assessment, decided on a draft set of priorities, both strategic and tactical:

#### Strategic

- To understand the impact of mental health, alcohol and drug misuse on violent crime and anti-social behaviour.

#### Tactical

- Personal Acquisitive Crime – looking at emerging trends.
- Alcohol related violent crime – extending the pub clusters if necessary.
- Anti-social Behaviour – embedding new ways of working.

To continue to track and support County led work on:



- Domestic Abuse (with local work around awareness raising and training).
- Re-offending.

The Partnership will keep a watching brief on road safety issues by:

- Working collaboratively with politicians and the County Road Safety Partnership.
- Addressing local issues through the Neighbourhood profiles at Area Committees.

#### 4. **CONSULTATIONS**

An initial scanning process was undertaken to give a framework to the strategic assessment and is detailed in Appendix A.

Presentation of the draft priorities at Area Committees forms part of the consultation.

A briefing session on the strategic assessment was arranged for all councillors.

#### 5. **IMPLICATIONS**

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

In addition to the core budgets of agencies, in the past we have received funding for projects from the Police & Crime Commissioner's budget. We do not yet know whether this will be available in future years or at what level. In the past this funding has been provided for specific projects relating to priorities.

##### (b) **Staffing Implications** (if not covered in Consultations Section)

None

##### (c) **Equal Opportunities Implications**

A community safety plan will be developed around the final priority areas and an equality impact assessment will be published at that stage.

##### (d) **Environmental Implications**

As part of this section, assign a climate change rating to your recommendation(s) or proposals.

NIL

##### (g) **Community Safety**

As stated in the report.

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

Strategic Assessment 2013

To inspect these documents contact Lynda Kilkelly on extension 7045.

The author and contact officer for queries on the report is [Lynda.kilkelly@cambridge.gov.uk](mailto:Lynda.kilkelly@cambridge.gov.uk) or 01223 457045

Date originated: 20 December 2013

Date of last revision: 20 December 2013



**Cambridge Community Safety Partnership**

**Strategic Assessment 2013/14**

**October 2013**

**Document Version: 1.2**

## Document Details

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The document has been produced by the Research and Performance team, Cambridgeshire County Council on behalf of Cambridge Community Safety Partnership and is available to download.

Title	Strategic Assessment 2013/14
Date created	01 October 2013 (Last revision: 19 <sup>th</sup> November 2013)
Description	The purpose of this document is to provide the Cambridge Community Safety Partnership with an understanding of key community safety issues affecting the city.
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Additions contributions	The Officer Support Group (OSG) Cambridge Community Safety Partnership  Zonnetje Auburn Cambridgeshire County Council
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## Section 1: Introduction

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This is the seventh strategic assessment produced by the Research and Performance team for Cambridge City Community Safety Partnership since 2007. The end of this year will see the end of the Partnership's three year rolling plan. Therefore, for 2013/14 the strategic assessment will provide a long term look at the trends in crime and community safety as well as looking at recent changes to help the Partnership agree the priorities for the next period.

### Document Purpose

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The purpose of a strategic assessment is to provide the Partnership (CSP) with an understanding of the crime, anti-social behaviour and substance misuse issues affecting the City. This will enable the partnership to take action that is driven by clear evidence.

As in previous years, a variety of data sources were used in the analysis stage. These broadly covered; district ASB data, police recorded crime and incidents, fire service recorded arson, offending data from probation and the police, youth offending service (YOS), domestic violence data, health data (including A&E and Ambulance Trust), socioeconomic data and national reports such as the Crime Survey in England & Wales (CSE)<sup>1</sup>. See the appendices for precise data source information.

### Document Structure

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The strategic assessment document is set out in eight chapters:

- **Executive Summary** – this section provides a summary of the key analytical findings. This section also highlights any major developments that may affect activity and possible ways of working. It contains the recommendations for the partnership to consider at the development day.
- **Scanning** – this section presents the key findings of the scanning process undertaken at the beginning of the process. In particular the scanning phase shaped the choice of topics for analysis in the following chapters.
- **In-depth Analysis** – The following chapters provide the detailed analysis of the key topics
  - Personal acquisitive crime
  - Violence including alcohol related violence
  - Anti-social behaviour (ASB) & community concerns
  - Children and Young People
- **Local Support for Countywide Issues** – Analysis of the topics where the partnership is providing local support for Countywide programmes namely:
  - Reducing re-offending (Integrated offender management - IOM)
  - Domestic violence & abuse

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<sup>1</sup> Formally known as the British Crime Survey

## **Additional Data**

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The Research and Performance team has created an interactive community safety atlas, which can be accessed here <http://atlas.cambridgeshire.gov.uk/crime/atlas.html>

It provides data for some of the main crime and disorder issues in the district at ward level. It is publicly available and shows 6 year trends and comparator data (where available). The atlas allows the user to review the trend data directly on the map or in a chart.

The Research and Performance team have also created the interactive Victim and Offender Pyramid for 2012 which can be accessed here

<http://atlas.cambridgeshire.gov.uk/Crime/Pyramid/html%205/atlas.html?select=12UE>

This features the breakdown of victim and offenders for each district, by age group and gender in Cambridgeshire.

Previous strategic assessments can be downloaded from the Cambridgeshire Insight pages here.

<http://www.cambridgeshireinsight.org.uk/community-safety/CSP/cambscity>

## Section 2: Executive Summary

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The focus for the partnership for the coming 12 months should be personal safety (including within relationships and personal possessions), using new ways to respond to anti-social behaviour; and supporting countywide priorities.

### Key findings & Recommendations

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Below are the key findings under relevant headings, and recommendations for consideration by the Partnership are in italics.

#### Personal acquisitive crime

1. Personal acquisitive crime continues to reduce. There are seasonal patterns and occasional peaks in offences which require the partnership to act. Theft from the person may be an area the Partnership wishes to continue to focus its efforts to reduce the volume of offences.

*It is recommended that the partnership continues with the priority of personal acquisitive crime - with a particular focus on theft from person.*

#### Violent crime

2. The reduction of violent crime continues, however, the extent to which a further reduction will be achieved if the Partnership focuses only on the city centre and the night-time economy is unknown.
3. The figures show that the Partnership has made substantial reductions in both the rate and volume of violence against the person (VAP). It should be noted that VAP will also include non-alcohol related assaults and domestic abuse, crime types that are not current priorities for the Partnership.

*It is recommended that the Partnership consider the extent to which the current focus on the city centre is now business as usual and discusses where it can add further value. Consideration could be given to the following options;*

- *Extend the geographic focus of the alcohol-related violence priority*
- *Extend the focus to alcohol related violence occurring during the day time*
- *Prioritise domestic abuse and associated violence*

4. The data received from the East of England Ambulance Service is not the full dataset required, important location information is currently missing.

*It is also recommended that the Partnership continues to support full data sharing, and supports the work to find a solution for the current issues affecting the sharing of Ambulance Trust data.*



5. There is no evidence to suggest that there is an emerging issue of sexual violence in Cambridge City.

*It is not recommended that the Partnership prioritises sexual offences.*

### **Anti-social behaviour**

6. Volume of ASB has reduced in Cambridge City, although there continues to be pockets of concern and some geographic hotspots. Issues with street-based ASB and cases involving vulnerable individuals continue to be resource intensive.

*It is recommended that the Partnership has a focused priority within ASB which develops new ways of working. This includes embedding the use of E-CINS across the Partnership and enhanced working arrangements with problematic members of the street-life community.*

### **Other areas for consideration**

7. There is a significant gap in the Partnership's understanding of victimisation of children and young people in Cambridge City. Gaining a deeper knowledge could lead to developing ways to reduce vulnerability of young people.

*Given this information gap, it is recommended that further work is carried out to understand how to reduce victimisation, one approach would be for closer working with schools.*

8. Given the continued level of domestic abuse and the offending within the City these are still pertinent issues for the Partnership.

*It is recommended that the Partnership continues to support the Countywide priorities of tackling domestic abuse and reoffending by prolific offenders. In particular the need to reduce victimisation amongst vulnerable individuals.*

9. Given the increase in shoplifting further work by and support to CMBAC may be appropriate.

*It is recommended that the Partnership discuss the most appropriate response to the issue of shoplifting.*

10. There are existing mechanisms for tackling road safety through either area committees for very local issues or the County Road Safety Partnership for countywide issues.

*It is suggested that the Partnership continues to work through these existing groups.*

## Section 3: Scanning

The following section provides a brief overview of the scanning element of the strategic assessment process. It enables the partnership to understand which issues were considered by the Officer Support Group early on.

### Overview

It should be noted that Cambridge City has recorded good improvements in recent years in recorded crime levels. Total crime has reduced by 8% comparing year ending August 2013 with the previous year. There continues to be good reductions across the city particularly in dwelling burglary and violence against the person.

Table 1 (below) reveals the changes for a selection of crime types and provides some context for those categories. It can be seen that almost all of those listed recorded decreases or no change both for recent changes and longer term trends.

**Table 1: Overview of the trends in Cambridge City**

Crime Type	First 5 months of financial year <sup>2</sup>	Year trend <sup>3</sup>	Volume (Year ending Aug 13)	Comments
Total crime	Down 10%	Down 8%	10,243	Long term trend down
Violence against the person	Down 20%	Down 21%	1,091	Long term trend down
Sexual violence	No significant change	Down 8%	104	Small fluctuations. Often affected by historic reporting and media stories
Cycle crime	Down 6%	Up 1%	2,057	Long term down, but still high volume
Theft from the person	Down 28%	Down 21%	447	Medium volume
Dwelling burglary	Up 3%	Down 15%	355	Long term trend down. Small recent increase not significant issue
Shoplifting	Up 14%	Down 1%	1,200	High volume, no recent downward trend
Criminal damage	Down 13%	Down 17%	1,001	Long term trend down
ASB incidents	Down	Down	4,910*	Public concern

\*2012/13 figure

### Scanning of Performance

Table 2 is provided for reference and it should be noted that some percentage changes reflect very small numbers. Further the volume of recording of some crime types is heavily influenced by police activity and increases are seen as positive in these cases.

<sup>2</sup> Change based on Apr 12-Aug 12 compared to Apr 13-Aug 13

<sup>3</sup> Change based on Sept 11-Aug 12 compared to Sept 12-Aug 13

Table 2: Overview of change in crime for Cambridge September 2011 to August 2012 compared with September 2012 to August 2013

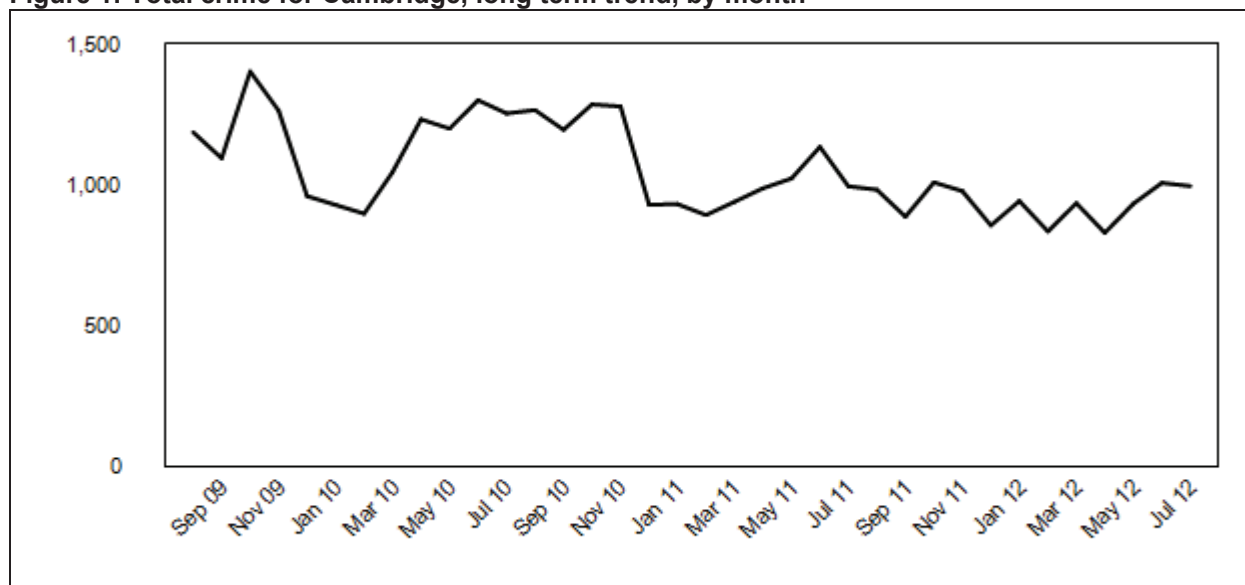
## Cambridgeshire Constabulary - Recorded Crime Data

Select Area:	Return to:					
Cambridge City	Main Menu					
If inaccurate dates are entered in the period searches (e.g. if the end date precedes the start date) all cells will display zeros.	Earlier Period		Later Period		Numeric Change	Apparent Change
	From	To	From	To		
	Sep-11	Aug-12	Sep-12	Aug-13		
All Crime	11,175		10,243		-932	- 8.3%
All Crime (excl Action Fraud)	10,916		10,177		-739	- 6.8%
Domestic Abuse	448		481		33	+ 7.4%
Burglary Dwelling	419		355		-64	- 15.3%
Victim Based Crime	9,713		8,948		-765	- 7.9%
All Violence Against The Person	1,384		1,091		-293	- 21.2%
Homicides	1		0		-1	- 100.0%
Violence with injury	644		464		-180	- 28.0%
Violence without injury	739		627		-112	- 15.2%
All Sexual Offences	113		104		-9	- 8.0%
Serious Sexual Offences	85		78		-7	- 8.2%
Rape	35		31		-4	- 11.4%
Sexual Assaults	48		42		-6	- 12.5%
Other Serious Sexual Offences	2		5		3	+ 150.0%
Other Sexual Offences	28		26		-2	- 7.1%
All Robbery	91		63		-28	- 30.8%
Robbery (Business)	4		6		2	+ 50.0%
Robbery (Personal)	87		57		-30	- 34.5%
Theft Offences	6,922		6,689		-233	- 3.4%
Burglary Dwelling	419		355		-64	- 15.3%
Burglary Non Dwelling	386		392		6	+ 1.6%
Burglary Shed/Garage	70		227		157	+ 224.3%
Burglary Commercial	94		165		71	+ 75.5%
Aggravated Burglary Non Dwelling	1		0		-1	- 100.0%
Shoplifting	1,217		1,200		-17	- 1.4%
Theft from the Person	569		447		-122	- 21.4%
Theft of Pedal Cycles	2,042		2,057		15	+ 0.7%
Vehicle Crime	721		623		-98	- 13.6%
Vehicle Taking	109		78		-31	- 28.4%
Theft from a Vehicle	583		523		-60	- 10.3%
Vehicle Interference	29		22		-7	- 24.1%
All other theft offences	1,568		1,615		47	+ 3.0%
Making off without payment	36		69		33	+ 91.7%
Theft in a Dwelling	127		143		16	+ 12.6%
Other theft offences	1,405		1,403		-2	- 0.1%
All Criminal Damage	1,203		1,001		-202	- 16.8%
Criminal Damage to Dwellings	275		239		-36	- 13.1%
Criminal Damage to Other Buildings	146		86		-60	- 41.1%
Criminal Damage to Vehicles	512		414		-98	- 19.1%
Criminal Damage Other	230		235		5	+ 2.2%
Racially Aggravated Criminal Damage	3		5		2	+ 66.7%
Arson	37		22		-15	- 40.5%
Other Crimes Against Society	1,203		1,229		26	+ 2.2%
All Drugs Offences	625		726		101	+ 16.2%
Possession of Weapons Offences	34		47		13	+ 38.2%
Public Order Offences	432		336		-96	- 22.2%
Miscellaneous Crimes Against Society	112		120		8	+ 7.1%
All Racially Aggravated Crime	58		81		23	+ 39.7%
Metal Theft	24		55		31	+ 129.2%
Metal Infrastructure	8		15		7	+ 87.5%
Metal Non Infrastructure	16		40		24	+ 150.0%
Hate Crime	70		96		26	+ 37.1%
Violent Crime (excl Serious Sexual Offences and D	1,194		791		-403	- 33.8%
Going equipped for stealing etc	9		11		2	+ 22.2%
Handling stolen goods	23		29		6	+ 26.1%

Categories coloured white constitute a breakdown of the category in grey immediately above it.

Overall the scanning revealed most crime types were reducing or plateauing. This provides the Partnership with an opportunity to investigate specific areas of concern and underlying themes that influence or contribute to crime and anti-social behaviour.

**Figure 1: Total crime for Cambridge, long term trend, by month**



Source: iQuanta

High volume crimes remain as cycle crime, shoplifting, violence against the person and criminal damage. These crime types account for roughly half of all crime in Cambridge City. Shoplifting is not currently a priority for the Partnership, although the Partnership tackles crimes against business through their support of CAMBAC<sup>4</sup>. Criminal damage has reduced by 51% since 2006/07 and has recorded year on year decreases.

Whilst violence against the person accounts for nearly 11% of all crime, the volume has reduced by 35% comparing 2012/13 with 2007/08 (20% reduction in England and Wales). The reduction recorded comparing 2012/13 with 2011/12 was 17% for Cambridgeshire and 4% for England and Wales. These figures provide the context for the substantial decreases of recorded violence in Cambridge City.

Anti-social behaviour has also seen a reduction in the long term, however due to the changes in recording standards it is hard to estimate the exact magnitude of the decrease. Overall, the focus for the Partnership has been shifting away from reducing volume of incidents to those that disproportionately affect the community or those that are associated with vulnerable people.

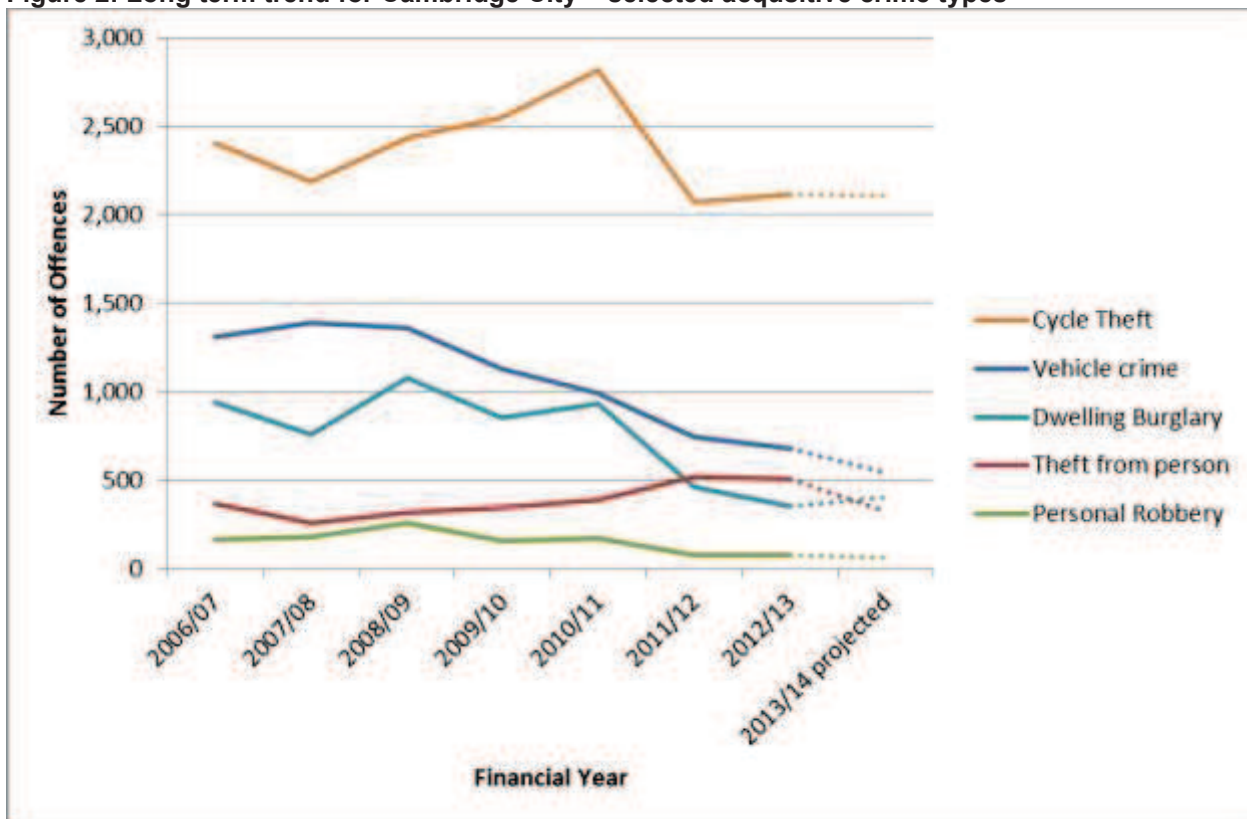
<sup>4</sup> Cambridge Business against crime

## Section 4: Personal Acquisitive Crime

This section will outline the trends and patterns of personal acquisitive crime within the City. It will cover crime types where the victim was an individual rather than a business or community.

Overall most acquisitive crime types have recorded a reduction in the last seven years. This follows the pattern of overall reductions in crimes. However, peaks have been seen in some crime types e.g. cycle theft and personal theft.

Figure 2: Long term trend for Cambridge City – selected acquisitive crime types<sup>5</sup>



### Cycle crime

Cycle crime remains the highest volume of this group of crimes. Cambridge City has long been associated with cycling and rates of cycling are the highest in the country. It can be seen from figure 2 above that over the last five years the volume has shown an overall reduction. However, it should be noted that 2010/11 recorded a substantial peak. Comparing 2012/13 with last year England and Wales recorded a 16% decrease, however, Cambridge City recorded a 2% increase. The figures to date for 2013/14 are promising; however October is the peak month for cycle crime.

<sup>5</sup> Projections are based on the assumption that the second half of the year will record the same volume as the first half of the year.

## Vehicle crime

Vehicle crime recorded a reduction of 48% between 2006/07 and 2012/13. A slightly smaller reduction was recorded nationally (41% reduction between 2007/08 and 2012/13<sup>6</sup>). Year to date (April – September 2013) only 270 offences have been recorded, whilst in the same period last year 316 offences were recorded. If this trend continues another reduction will hopefully be recorded for 2013/14.

## Dwelling burglary

Whilst dwelling burglary has seen fluctuations over the years, the progress made on reducing the volume is substantial. The overall long term trend is a reduction. In 2006/07 the average offences per month was 79, this monthly average rose to 90 in 2008/09. However, the level for 2012/13 was on average 29 offences per month. In the last 18 months the highest figure recorded was 47 offences in July 2012. For the first six months of 2013/14 there was a total of 200 offences recorded, an average of 33 per month.

The table below reveals the reductions Cambridge City has recorded comparing 2012/13 with previous years and compares these to the reductions over the same periods recorded for England and Wales.

**Table 3: Percentage change in police recorded dwelling burglary for 2012/13**

	<b>2006/07</b>	<b>2007/08</b>	<b>2011/12</b>
Cambridge City	-62.8%	-53.8%	-23.9%
England & Wales	unknown	-19%	-7%

The Partnership will need to be mindful of the successes to date when exploring any future options for tackling this crime type.

## Personal Robbery

The volume of offences of personal robbery per month remain low, however fluctuations were recorded. The total annual figure has not exceeded the peak of 260 offences recorded in 2008/09. In 2012/13 a total of 79 offences were recorded and so far this year (April – September 2013) only 31 offences have been recorded.

## Theft from the person

The only crime type displaying the opposite trend and actually recording increases in recent years is theft from the person. Between 2007/08 and 2011/12 the volume of offences increased from 259 to 521. However, in 2012/13 503 offences were recorded showing a reduction on the previous year. Year to date (April – September 2013) 161 offences were recorded compared with 236 in the same period last year. If this trend continues for 2013/14 then another reduction may well be achieved. However, the volume may still remain higher than the 2008/09 figure.

<sup>6</sup> ONS [Bulletin Tables - Crime in England and Wales, Year Ending March 2013](#)

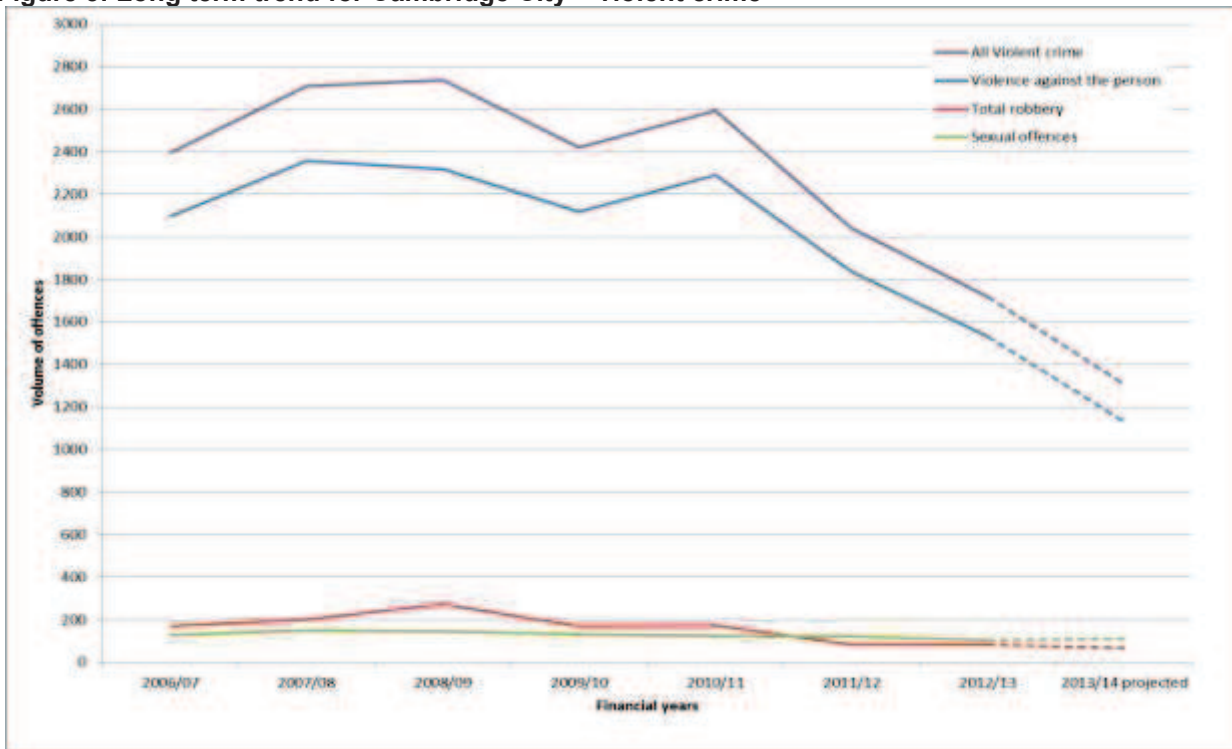
## Section 5: Violent Crime

This section will cover the priority area of alcohol-related violence, but also includes analysis on other types of violence that are of importance to the Partnership when reviewing its priorities for the forthcoming year.

### Overall patterns of violence

Over the long term, the reduction in violent crime is substantial. The reduction is driven by the reduction in violence against the person (VAP). Total robbery has roughly halved between 2006/07 and 2012/13 (169 offences to 82 offences). Between April and September 2013 there were a total of 33 robberies recorded. There has been a small decrease in sexual offences from 127 to 104 offences between 2006/07 and 2012/13.

Figure 3: Long term trend for Cambridge City – violent crime



Overall, VAP is reducing. In terms of trend, police recorded VAP has reduced by 20% over the last 12 months (October 2012 to September 2013 compared with October 2011 to September 2012). Nationally police recorded violence reduced by 3% comparing the 12 months ending July 2013 with the previous 12 months. Therefore the level of reduction seen in Cambridge City is far higher than that reported nationally.

Evidence from the crime survey for England and Wales indicates that violent incidents has decreased by 5% for year ending June 2013, compared to year ending June 2012<sup>7</sup>. This is self-reported victimisation and includes offences not reported to the police. The long term trend for attendance at Addenbrookes Accident and Emergency department for assaults is reducing, as shown in figure 6.

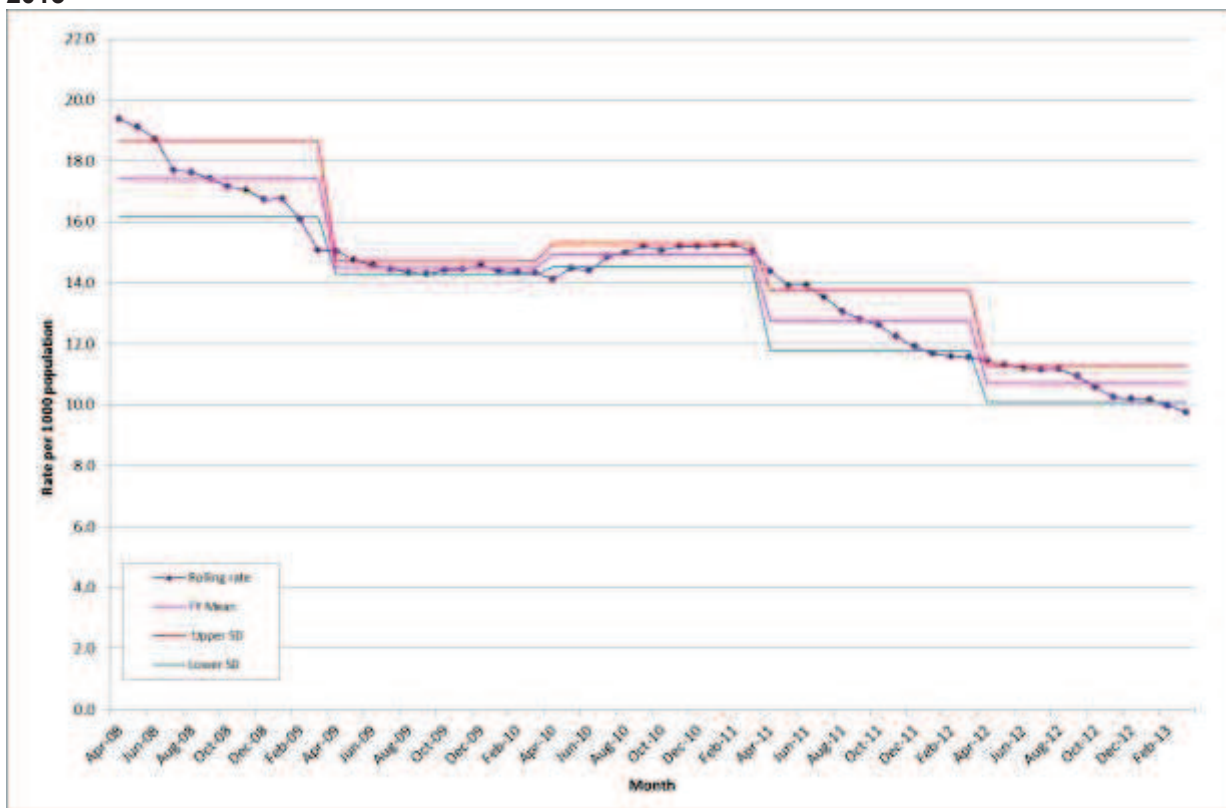
<sup>7</sup> Statistical bulletin: Crime in England and Wales, Year Ending June 2013

## Section 5.2: Alcohol related violence

Alcohol related violent crime is a current partnership priority and the partnership has a well-established task group in place. It has been a priority for the partnership for some years and due to the large reductions seen in violence, this is a good opportunity to thoroughly review progress and extent of the priority.

Police recorded VAP has reduced by 20% (271 less offences)<sup>8</sup> over the last 12 months (October 2012 to September 2013 compared with October 2011 to September 2012). The long term trend, Figure 4 below, shows that the rate of VAP has reduced from a 12 month average of 19 per 1,000 people in August 2008 down to 9.6 per 1,000 people in September 2013.

**Figure 4: Rolling annual rate of recorded violence against the person in Cambridge City, Aug 2008 – Sept 2013**

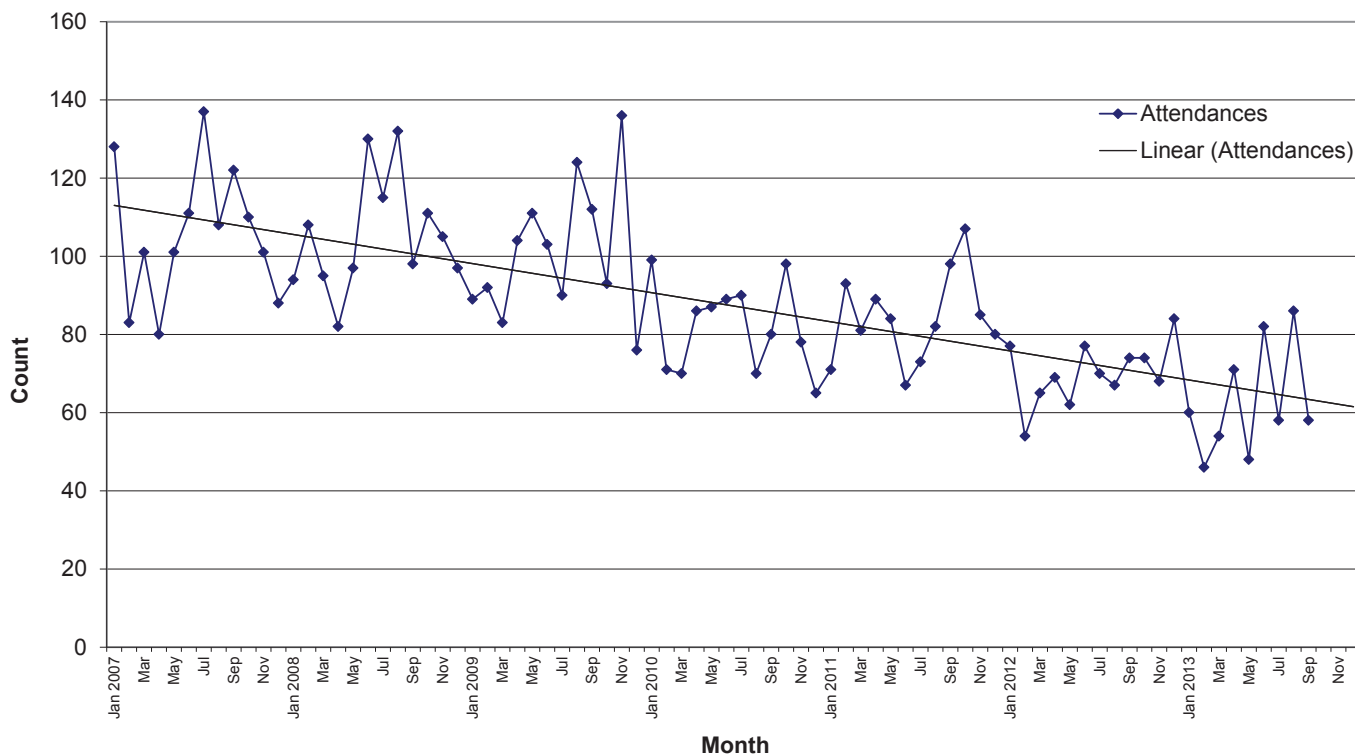


Attendances at Addenbrookes Accident and Emergency department which is reported as assault is also showing long term trend of decline, as seen in figure 5. This is very positive news and matches the trend seen in the police recorded violence against the person, thereby providing support to the conclusion that there is a true reduction in the volume of assaults.

<sup>8</sup> Taken from Cadet Sept 2013



**Figure 5: Attendances at Addenbrookes A&E department reported as assault, by quarter April 2007 to September 2013**



The task group uses the Cardiff Model to review hotspots and problem premises' on a monthly basis and this work is 'business as usual'. Currently a problem exists with the sharing of ambulance trust data, the removal of the location field limits the task group from having the full picture for hotspots. The lack of location information within the Ambulance data is one area that could be tackled in the forthcoming year. This is a regional problem and whilst work is being done to address the problem there is no immediate solution.

### Section 5.3: Sexual offences

Nationally and locally there has been a small increase in sexual offences; therefore analysis was conducted on this topic.

#### Overview of trend

There has been a percentage increase in the force area (Cambridgeshire & Peterborough) in sexual offences, this mirrors the national picture. The number of recorded offences is small and therefore any increase will show a high percentage change. Sexual offences form a group of offences that are substantially under-reported; therefore typically increases in reporting of these crimes are seen as positive.

Table 4 provides the volume and rate of sexual offences for Cambridge City over the past six financial years and year to date for 2013/14. Overall the rate has not changed substantially, although it remains higher than the rate for Cambridgeshire.

**Table 4: Police recorded sexual offences in Cambridge City**

Year	Volume	Rate per 1,000 population	Rate for Cambridgeshire
2008/09	145	1.23	0.78
2009/10	131	1.10	0.73
2010/11	126	1.05	0.78
2011/12	138	1.14	0.75
2012/13	104	0.89	0.63
2013/14 (Apr-Sep)	55		

## National context

In 2011/12, the police recorded a total of 53,700 sexual offences across England and Wales. The most serious sexual offences of 'rape' (16,000 offences) and 'sexual assault' (22,100 offences) accounted for 71% of sexual offences recorded by the police. This differs from victims responding to the Crime Survey for England and Wales (CSEW) in 2011/12, the majority of whom were reporting being victims of other sexual offences outside the most serious category<sup>9</sup>.

Under-reporting in sexual offences is still considered to be significant. The national survey found that only 13% of women that had been victims of the most serious sexual offences in the last year stated they had reported it to the police. Frequently cited reasons for not reporting the crime were that it was 'embarrassing', they 'didn't think the police could do much to help', that the incident was 'too trivial or not worth reporting', or that they saw it as a 'private/family matter and not police business'.<sup>10</sup>

Concern is currently being raised as to the decrease in referrals to the Crown Prosecution Service from Police forces in England for rape. There issue of public confidence in the way victims will be treated continues to be a barrier for reporting of crimes.<sup>11</sup>

## Reporting to and response by Cambridgeshire Constabulary

There has been an increase recently in historical reports of sexual offences both nationally and locally (between 2011/12 and 2012/13 the proportion of crimes recorded more than 2 years after the offence occurred increased by approximately 6%). This is likely to have been triggered by an increase in confidence in the reporting process following Operation Yewtree and other celebrity related cases. The constabulary indicate that local figures show peaks in reporting associated with key media coverage.

Services delivered within the Cambridgeshire Constabulary Force area include;

- The Sexual Assault Referral Centre (SARC) services including Independent Sexual Violence Advocacy Service (ISVAS)

<sup>9</sup> An overview of sexual offending in England and Wales, Ministry of Justice, Home Office and the Office for National Statistics - January 2013

<sup>10</sup> Sexual Offences in England and Wales year ending June 2013, Office for National Statistics

<sup>11</sup> <http://www.bbc.co.uk/news/uk-24692104>

- Increase in Independent Domestic Violence Advocacy Service (IDVAS) provision for partner/ex-partner cases of abuse
- Use of Domestic Abuse, Stalking and Honour based Violence (DASH) risk assessment as a tool (Question 19 highlighting sexual violence)
- Introduction of Domestic Abuse Investigations and Safeguarding Unit (DAISU) leading to increase in disclosure of sexual offences. (Around 90 per cent of victims of the most serious sexual offences in the previous year knew the perpetrator, compared with less than half for other sexual offences.)

## **Section 5.4: Other Violence**

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Due to the decrease in the proportion of alcohol related violence, analysis was conducted on what other violence is occurring in the City. This was to establish if there were emerging trends or areas of concern relevant to the Community Safety Partnership.

### **Typography of violence**

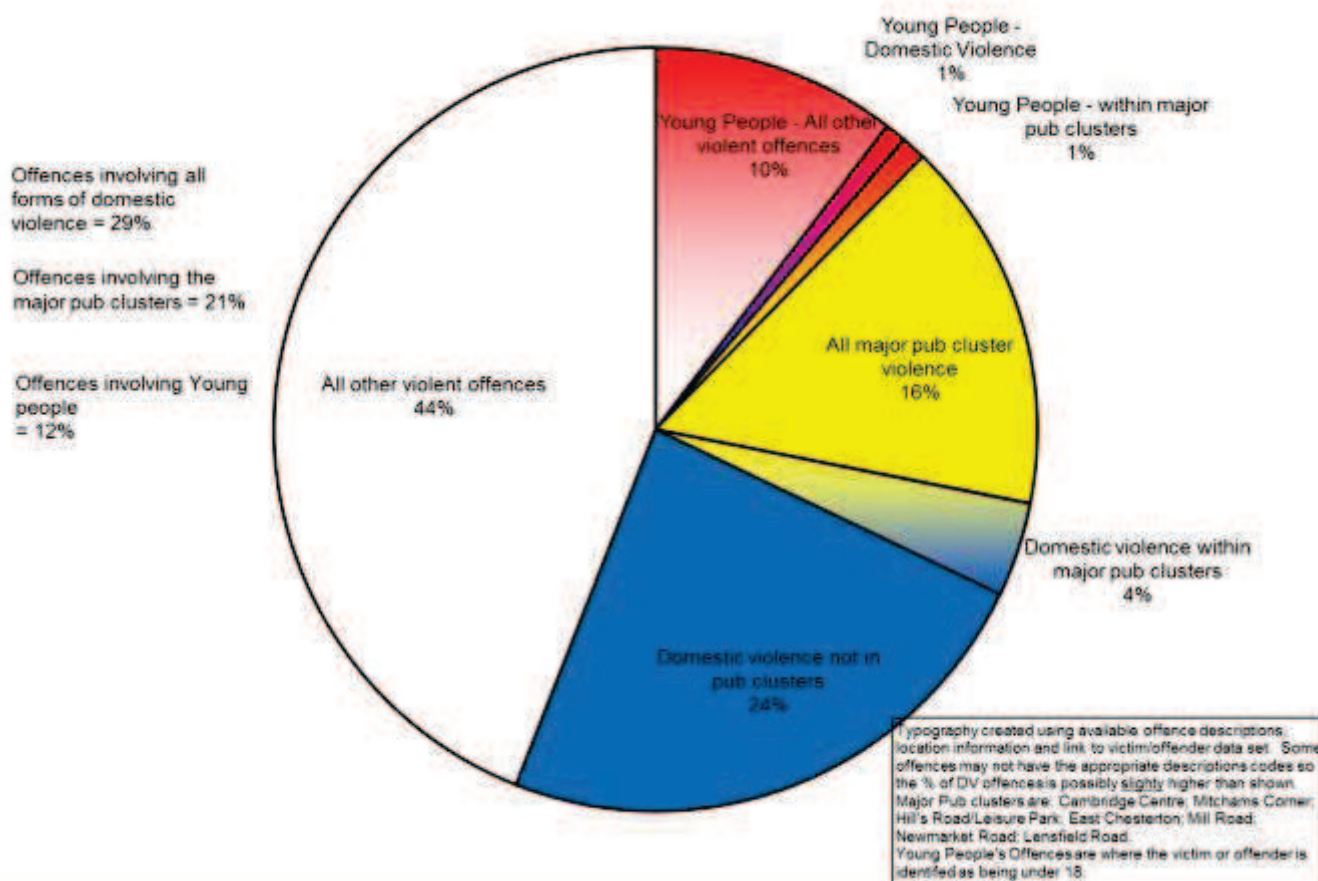
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As already stated, police recorded violent crime has reduced over the last few years. When looking at the typography of violent offences in the City over time, 2010<sup>12</sup> to 2012; there has been a change in proportion of types of violence. The typography of violence in the City for 2012 is shown in figure 6. As always accuracy of data and recording practices affect robustness of analysis and some changes may be accounted for by those factors.

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<sup>12</sup> The typography of 2010 is shown in Appendix 1

Figure 6: Typography of police recorded violent offences within Cambridge 2012



## Differences between 2010 and 2012

The proportion of violent offences in a pub cluster seems to have dropped dramatically from 46% to 21%. The proportion of violent crimes which involved domestic violence has increased from 18% to 29%. This change may be as a result of work to reduce night-time related violence and to increase reporting of domestic violence. However, there is no substantial evidence to categorically explain the reason for the change. We cannot compare how much of the domestic violence is ex-partner, partner or non-partner as the recording of these markers has changed and these types are no longer included, instead all domestic violence is grouped together, this changed part way through 2012.

The proportion of 'other violence' has increased from 31% to 44% this could be as a result of markers not being recorded in a standardised way across the force or perhaps they are used less. Or as major violence like that in pub cluster is tackled and is reduced the proportion of other violence increased. Violent offences involving young people has remained at roughly the same proportion, 13% and 12% for 2010 and 2012 retrospectively.

## What and where is 'other violence'?

Due to the increase and unknown information around the category 'other violence' analysis was done on a full year of 2012 data. This was also compared to 2010 data. Other violence was defined as those offences which were not in a pub cluster, did not have a domestic violence marker and did

not involve a young person. Hotspot analysis was conducted on both 2010 and 2012 data. The results are shown in appendix 3. It shows that the hotspots of other violence are mostly situated in the north of the City. The hotspots in Arbury and Chesterton appear to have expanded over the last two years.

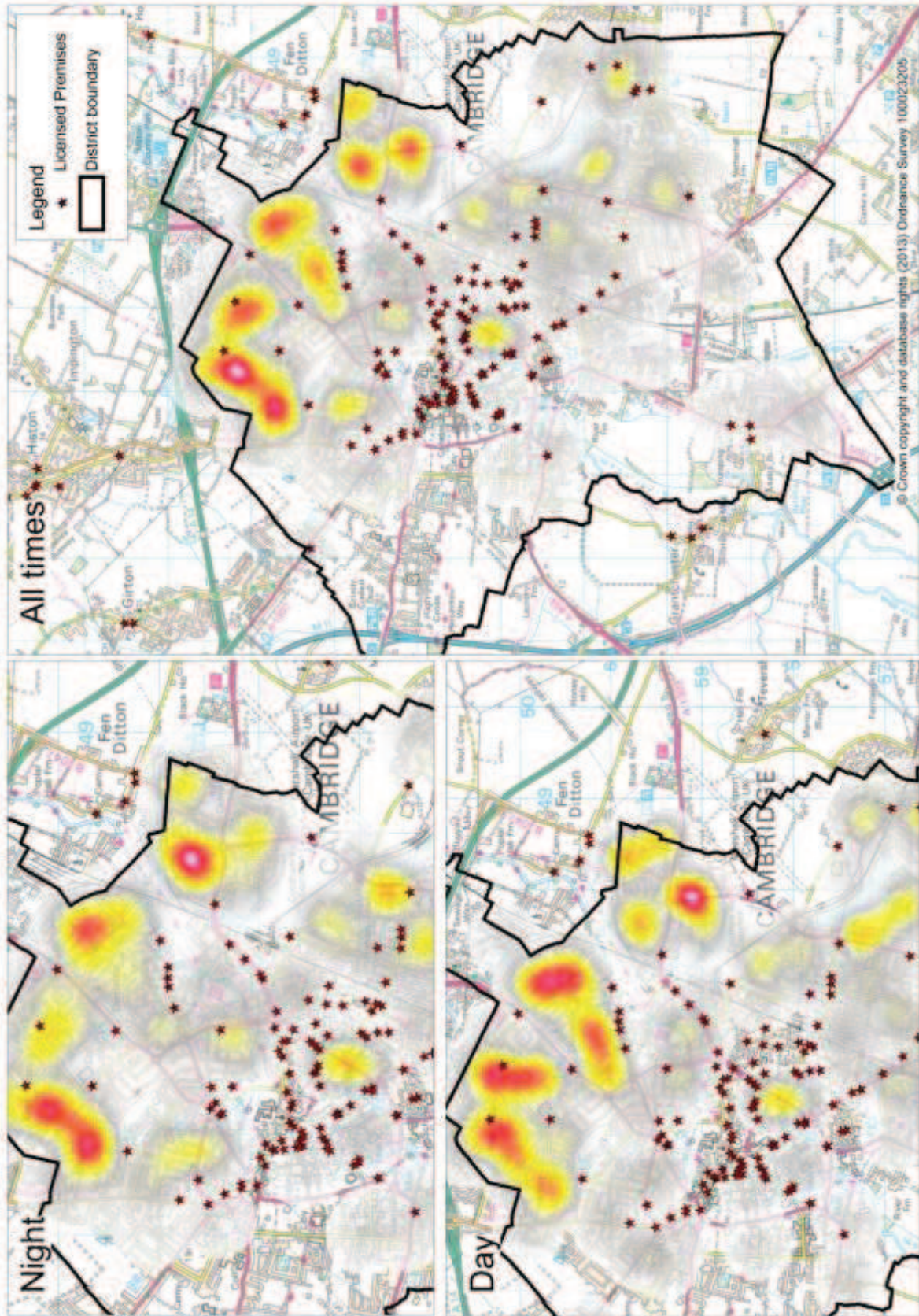
**Table 5: Top 4 wards with the highest percentages of the other violence**

<b>Ward</b>	<b>% of all other violence 2010</b>	<b>Rank in 2010 based on % of all other violence</b>	<b>% of all other violence 2012</b>	<b>Rank in 2012 based on % of all other violence</b>
Abbey	16	2	17	1
King's Hedges	18	1	15	3
East Chesterton	11	3	15	2
Arbury	9	4	9	4

Further analysis was conducted on other violence from 2012; this excluded any offences defined as assault on a constable. Time of day analysis was also conducted as shown in the figure overleaf. In this case night was defined as offences which occurred after 6pm till 5.59am and day time was 6am to 5.59pm. 57% of offences occurred within the night. The hotspots mostly appear in residential areas, one of the larger hotspots is in Arbury in particular around Kingsway's flats, which is a particular hotspot at night time compared to the day time. Ditton Fields also appears as a hotspot in the night time, compared to the day time, when Barnwell road is more of a hotspot. East Chesterton also has two different hotspot areas, dependent on time of day.

Common assault accounted for 28% of all other offences (14% in Abbey, 20% in East Chesterton and 16% Kings Hedges). Public fear, alarm and distress accounted for 17% and assault with injury account for 18% of all other violent offences. Given that domestic violence is under reported, it is probable that some of the common assault in residential areas is actually domestic violence (albeit without the marker). It was not possible to conduct the analysis to determine the exact extend to which domestic abuse is associated with these crimes within this strategic assessment and it is worth noting that non-domestic assaults take place across the City. It is important for the partnership to discuss how to identify and reduce this other violence.

Figure 7: Hotspot map by time of day for 'other violence' in Cambridge City in 2012



## **Section 6: Anti-Social Behaviour and Community Concerns**

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This section covers both recorded anti-social behaviour and issues raised through area committees.

### **Section 6.1: Overview**

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Anti-Social Behaviour (ASB) does not occur uniformly across the City and geographic hotspots exist. Heavily used areas are prone to higher levels of ASB particularly when used by a variety of groups of people. Cambridge City has a large number of green spaces which are popular with residents and tourists. Police recorded incidents of ASB are at their greatest in the City Centre and other areas with a significant number of licensed premises or other social / economic activity. For case work led by the City Council the ward of Abbey has the highest number of ASB cases; these include noise problems, disruptive young people, and intimidation and harassment. It is worth remembering that Abbey ward has the highest population and that ASB is affected by an individual's perceptions and experiences. What is considered anti-social to one person is not by another. Feedback from surveys about what is most disruptive to the majority should be kept in mind when planning services and interventions. This way a response will be proportionate to the problem.

### **National summary**

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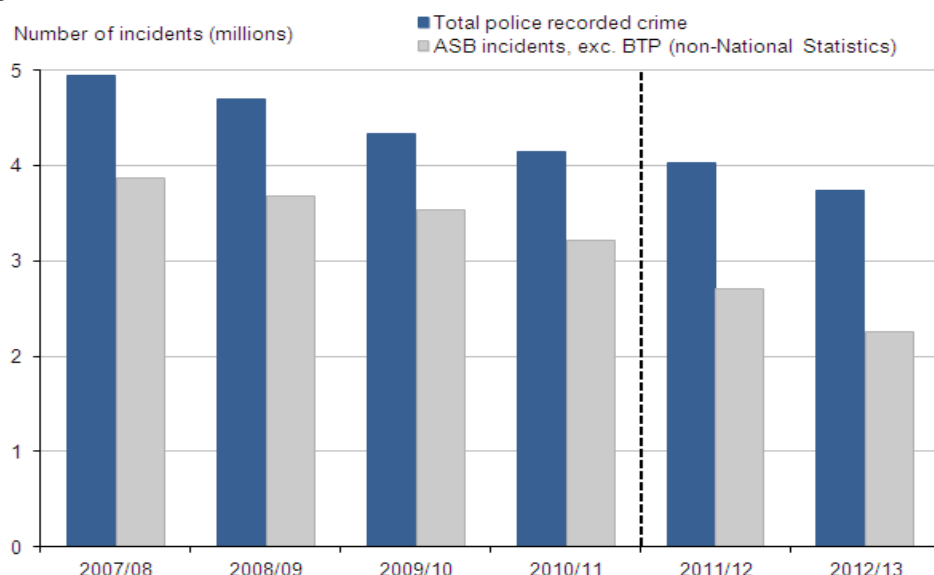
Nationally, a steady decline in anti-social behaviour has been observed in recent years. The reasons for this decline are not obvious, and not much speculation is available at either a national or local level. The data demonstrating the downward trend seems consistent but there are questions regarding the accuracy of the data.

The volume of police recorded crime and ASB show year on year decreases since 2007/08 (see Figure 8)<sup>13</sup>. However, ASB incident data are not an accredited national statistic because of well-known problems; the data is not subject to the requisite level of data assurance, there are problems with multiple reporting of a single incident, and inconsistencies exist between constabularies regarding reporting.

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<sup>13</sup> The Crime in England and Wales Report 2012

**Figure 8: Police recorded crime and anti-social behaviour incidents, 2007/08 to year ending March 2013**



Source: Crime in England and Wales, year ending September 2013.

However, recently an additional problem for between year comparisons in ASB rates has developed from changes to the reporting categories for ASB which took effect in 2011/12 –where 3 new categories replaced the 14 existing ones. Comparisons for the years leading up to the change in reporting categories can be made. It is probably reasonable to assume that the national trend showing a decline in ASB is real, as long as the problems with the data have been consistent over the time period, but the magnitude is not reliable.

### Local trends for police recorded ASB

Cambridge City has recorded year on year reductions in total ASB incidents, as shown below. Even with using caution on the most recent figures, there appears to be further decreases in recording in the most recent year. As the new categories are not directly comparable with the previous ones, it is difficult to ascertain what impact the changes to the recording standards have had on the level of incidents.

**Table 6: Police recorded ASB counts – long term trend Cambridge**

	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	Last 12 months <sup>14</sup>
Cambridge City	10,667	10,125	6,928	7,075	6,355	4,910	4,590
Year on year reductions		-5.1%	-31.6%	+2.2%	-10.2%	-22.7%	-6.5%
Reduction compared to 2007/08			-35.1%	-33.7%	-40.4%	-54%	-57%

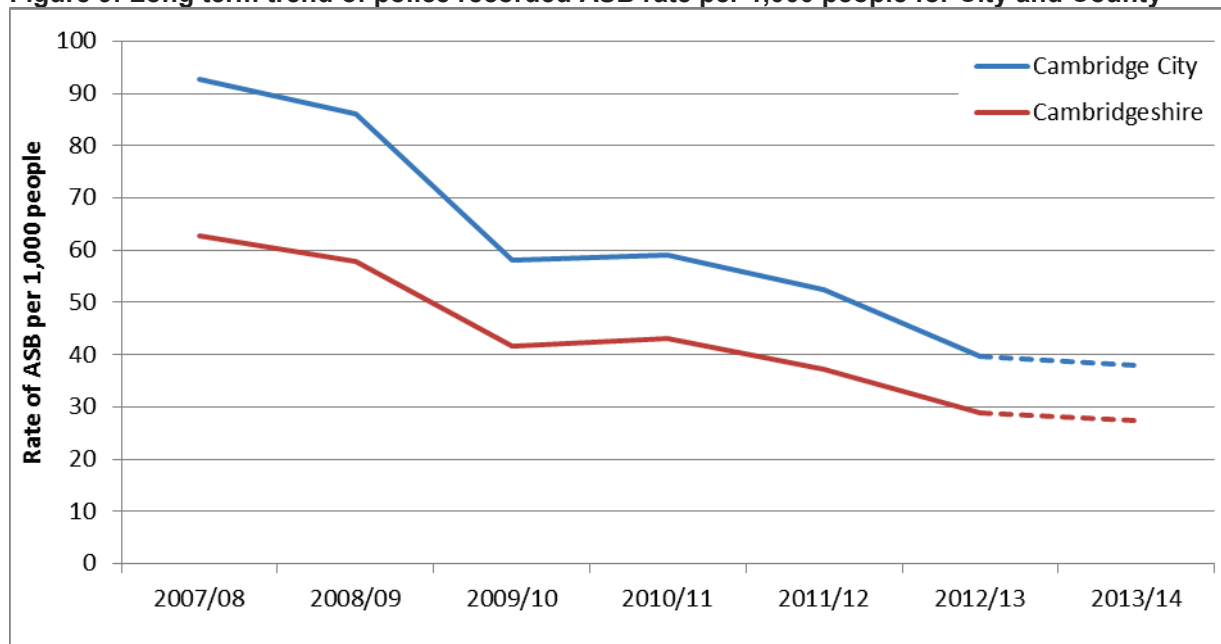
Looking at the trend for Cambridge City, in 2007-08 the rate was 93 per 1,000 people in the latest financial year 2012-13; it has dropped to 40 per 1,000 people. This is a 54% reduction of ASB incidents since 2007/08. The latest set of 12 month data, remains at a rate of 40 incidents per 1,000 people. Cambridge City still has a higher rate of ASB per 1,000 people than the County (40

<sup>14</sup> Last 12 months refers to Oct 12 to Sept 13



and 29 per 1,000 people retrospectively). Both rates for 2013/14 seem to still be showing a slow downward trend, although at some point it is expected to plateau.

**Figure 9: Long term trend of police recorded ASB rate per 1,000 people for City and County<sup>5</sup>**



## Police recorded incidents of Anti-Social Behaviour

When looking at the distribution of incidents by Lower Super Output area (LSOA) level, which are small units of geography roughly of consistent size. The LSOA show pockets of concentration of high ASB. The top 5 LSOAs with the highest rate are highlighted a dark purple (see figure 10). When comparing the top 5 wards which have the highest rate of ASB it is interesting that the ward of Abbey and Kings Hedges who have the 3rd and 4<sup>th</sup> highest rates of ASB wards in the district (see appendix 4), have no LSOAs within the top 5. Market is the ward with the highest rate which is expected when you consider the pub clusters and the amount of visitors to that area in the city.

**Table 7: LSOAs with the highest rate of police recorded ASB per 1,000 people October 2012 to September 13**

LSOA 2011 code	Ward	Count Of ASB Incidents	Rate of ASB per 1,000 people
E01032797	Market	772	147
E01017983	Market	186	98
E01017987	Petersfield	137	79
E01017971	East Chesterton	113	68
E01017998	Romsey	111	65

The most significant 'hotspot' for reported ASB problems is in the centre of the City (Market ward). Outside of this area the LSOAs that cover Mitchams Corner (West Chesterton) and the area to the immediate east of East Road (Petersfield) also have significant rates of police recorded ASB. Shared factors between these areas are the number of licensed premises. The LSOA in East Chesterton does not appear to be connected to licensed premises. These incidents are concentrated to the residential area of the LSOA rather than the industrial area.

Around 67% of police recorded ASB was defined as nuisance and around 25% was ASB personal, out of this 14% was defined high and medium risk. This highlights how vulnerable the victim was. 7% was defined as environmental ASB.

## **Cambridge City Council Anti-Social Behaviour cases**

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From the 1<sup>st</sup> of August 2013 ASB case work information is recorded on E-CINs. However, the dataset is too small for analysis this year. Therefore Cambridge City Council provided information on their ASB cases which covered the period from October 2012 to July 2013. Information provided included type of ASB and which ward it occurred in. Cases are created following reports to the City Council and are largely from residential areas (unlike the bulk of police calls) and can involve the resolution of complex neighbour problems, harassment or other personal issues.

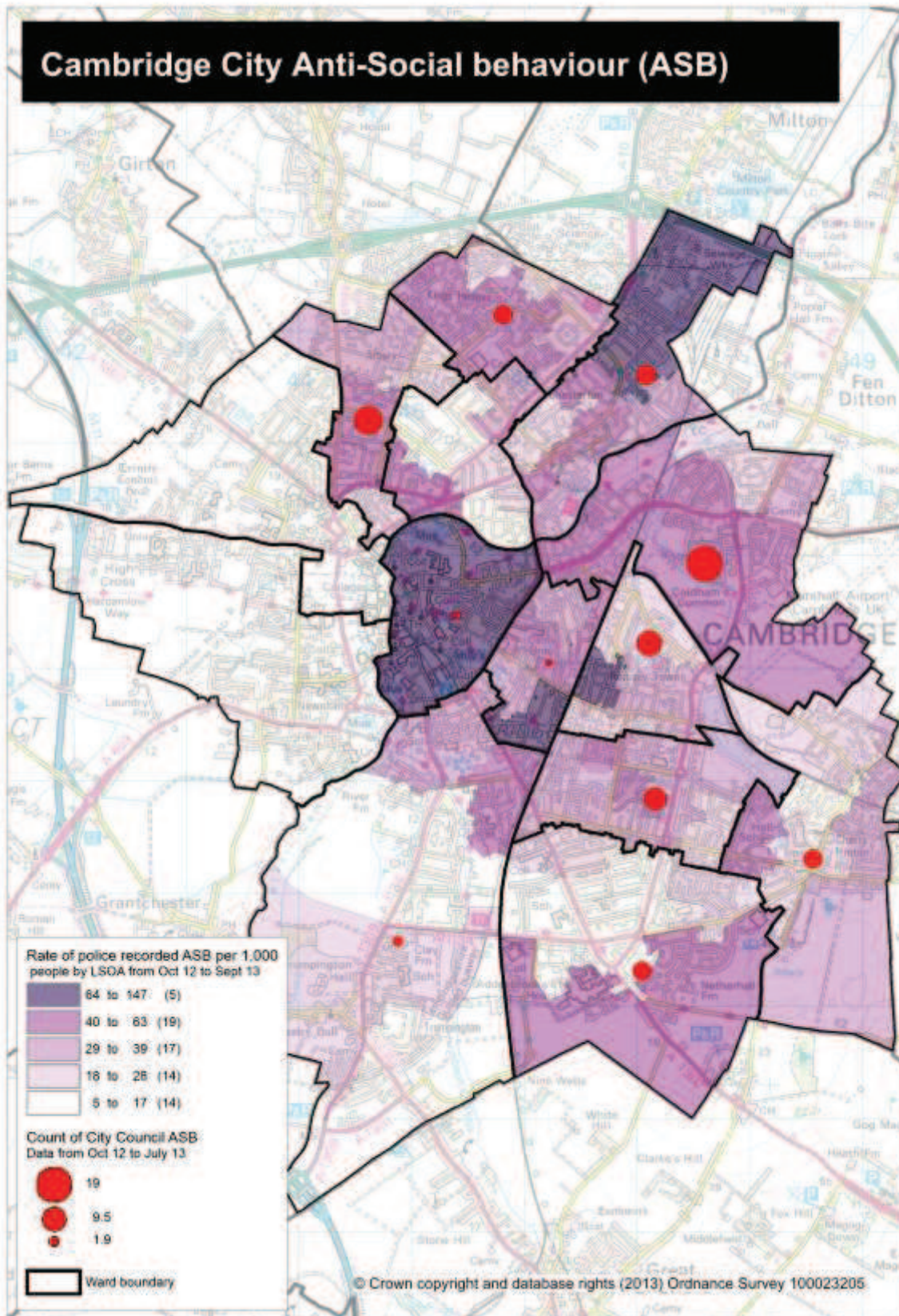
The caseload was provided with the following categories

- Neighbourhood Nuisance and harassment 56% (44 cases)
- Disruptive young people 15% (12 cases)
- Begging 10% (8 cases)
- Noise 6% (5 cases)
- Dangerous pets/vandalism, drug activity 12% (9 cases)

The ward of Abbey has the highest number of ASB cases (19) which is 23% of all City ASB cases. Arbury ward also had a high number of ASB cases compared to other wards (13 cases 16% of all City ASB cases), and like Abbey this has included incidents of disruptive young people and noise problems.

Newnham, Castle and West Chesterton had no City Council ASB cases, these are also the wards with the lowest rate of police recorded ASB. Although Market and Petersfield have had very few City Council ASB cases, they were the wards with the highest level of police recorded ASB. Different types of ASB occur at different locations, often reflecting the use of the space and the types of people most likely to report to agencies. The map (figure 10) shows the count of City Council ASB cases by each ward together with the rate of Police recorded ASB per 1,000 people in each LSOA.

Figure 10: Map of Cambridge City Anti-Social behaviour



## Street-based ASB

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Over the past year concerns have been raised about the level of street-based ASB and ASB caused by members of the street-life community. Street drinking and street based ASB is a problem faced in other locations across the country. Street drinker is a term that is used to homogenise a diverse range of people. The 2012/13 strategic assessment analysis was limited by the available data, although it did provide an in-depth analysis of the Chronically Excluded Adult (CEA) project. Additional commissioned analysis was completed in August 2013<sup>15</sup> and presented to Cambridge Community Safety Partnership in October 2013 as part of a wider report examining resourcing to homeless and street based ASB issues. The research examined street-based ASB within Cambridge City and the key findings are included below.

- ASB associated with the keywords begging, homeless, drunk, alcohol and abusive language accounted for 47% of all ASB within the 'extended city centre area'<sup>16</sup> in 2012/13. This covers the City centre itself, Mill Road, Mitchams Corner, the Grafton centre and key green space.
- ASB associated with just begging and homeless accounted for 16% of the total ASB within the extended city centre area' in 2012/13.
- ASB associated with all the keywords recorded a reduction of 26% between 2011/12 and 2012/13. Whilst ASB associated with begging and homeless reduced by 12% over the same period.
- It was notable that over a half of the 100 incidents in the sample was linked to alcohol. In particular, issues of street drinking and the night time economy.
- Some of the street drinking is clearly linked with individuals that have a street based lifestyle. Not all members of the street life community are homeless and not all members of the groups mentioned are causing disruption.
- Peaks for ASB across the day can be seen, those associated with the night time economy tend to be between 11pm and 4am, although there is likely to be some contribution to the early evening peak.
- Of the incidents reviewed it was evident that a quarter related to begging or those thought to be homeless.
- Certain individuals that are known to services appear to cause a substantial quantity of work. Seven repeat offenders were linked with 7% of ASB with keywords within the 'extended city centre area'.

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<sup>15</sup> Estimating the scale and nature of street based anti-social behaviour in Cambridge City, August 2013

<sup>16</sup> As shown in Appendix 1

Due to the diverse range of individuals involved in street based ASB; there may be methods of engagement that are more suitable for some people than others. An individual's needs should be taken into consideration to achieve the most appropriate outcome; this may be support, enforcement or a combination of both. Work is being progressed looking at different management strategies to work with individuals based on need and engagement.

### **Issues raised at neighbourhood meetings**

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Previously information about issues in different neighbourhoods in the City has been gained from area committees. This year public opinion from the minutes of the area committees on crime and community safety is very limited. Out of all 4 neighbourhood areas in the City, when crime and community safety was mentioned it either related to vehicle problems, e.g speeding and parking or general ASB. Therefore compared to last year strategic assessment, little additional information was gained from scanning the minutes of the meetings.

## Section 7: Children and Young People

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This section adds to the understanding of issues facing children and young people in Cambridge City by focusing on a profile of younger victims.

### Overview

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Nationally there has been a significant amount of work carried out to show the risk factors for victimisation. These start prior to birth and continue throughout life. Protective factors against these risks can be present within a child's life, or once a risk is identified support/ interventions can be put in place early.

### Under-reporting by victims

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It is widely recognised that not all offences are reported to, or come to the attention of, the police. The Crime Survey of England and Wales indicates that only 39% of crimes against adults (16+ years) reported in the survey in 2011/2012, were reported to police (CSEW, 2012).

Offences committed against and by juveniles are no exception. The literature examining the reasons why under-reporting of offences against, and by, this age group occur, finds that it is dependent on a complex interplay of factors. Finkelhor and Wolak (2003) found that firstly, an incident needs to be recognised as a crime, the likelihood of which is increased when the:

- Victim is female
- Offender is an adult
- There are multiple offenders
- Physical injuries result
- There has been prior (non-negative) experience with the police

When victimisation of a juvenile is known to adult caretakers, deciding to involve the police is likely to be heavily influenced by jurisdictional factors (i.e multiple authority figures exist in childrens' lives that do not have the same influence in adult lives). Finkelhor and Wolak (2003) found that the two greatest determiners of reporting to the police were if the offender was an adult and if they were advised to report by schools, other agencies or individuals.

Indeed, the culture of under-reporting in the UK may be perpetuated by the guidance agreed by government, law enforcement agencies and schools, which recommend events between pupils during school hours remain within the management of the school and parents. This policy may stop young people becoming 'criminalised' unnecessarily, but could limit data sharing or multi-agency working to protect individuals or reduce repeat victimisation.

There is obviously great difficulty in achieving agreement on the appropriate response to criminal actions by and against young people. Whilst not all incidents occur within schools, a large proportion of bullying in particular occurs within schools. The definition of violence in schools, for example, is not agreed upon between disciplines (Brown *et al*, 2010). Indeed there is no clear agreement that

bullying is classed as violence (Brown *et al*, 2010). Therefore, it stands to reason that the management of crimes within schools is subject to the application of a diverse array of policies that are dependent on individual schools and the individuals involved. However, similar anti-social behaviour and lesser violent crime offences within the community are readily punishable by law when committed by adults.

Excluding police involvement, may be appropriate in many cases, but it would be interesting to evaluate the nature of the events handled by schools, parents and other agencies that are not reported to police to determine this more quantitatively.

### **Comparing Cambridge City to national statistics of juvenile victimisation and under-reporting**

Until recently under-reporting has meant that quantifying crimes against juveniles was difficult. The Crime Survey of England Wales has now incorporated statistics of crimes against juveniles, but uses a markedly different methodology to that employed to obtain estimates for adults (Millard and Flately, 2010). There are two categories of crime that are used to produce crime statistics for children 10-15 years of age: 'broad measure' and 'preferred measure'. The 'preferred measure' seeks to exclude 'minor offences' that occur between peers and within families, in an effort to acknowledge that incidents considered crimes in an 'adult world' are not always so when they occur between children (Chaplain *et al*, 2011). The result was that 878,000 crimes were counted on the preferred measure and 1.4 Million on the 'broad measure', thereby decreasing the count by 37.3%. In light of the reasons, given by Finkelhor and Wolak (2003) regarding underreporting of juvenile vicimisation, the 'preferred measure' statistics may be considered particularly conservative.

The proportion of children (10-15), in England and Wales that experienced victimisation (using the 'preferred measure') according to the CSEW 2011/12 was 15%. The population of 10-15 year olds in Cambridge City at this time was 6,084 (Census, 2011). Extrapolating from this 913 10-15 year olds living in Cambridge City are likely to have been a victim in the year 2011/12. Alarmingly, nowhere near this number reported crimes in Cambridge City. Recorded crimes by Cambridgeshire Constabulary show that there were only 188 10-15 year olds who were victims of crime in Cambridge City: only 3.1% of all 10-15 year olds in Cambridge City. This is obviously less than the 15% anticipated to have experienced victimisation. It may be that nationally 15% of juveniles that experienced victimisation is slightly higher than might be expected in Cambridge City, although it is unclear why that might be. On the face of it, under-reporting of crimes against juveniles is an issue that needs addressing in Cambridge City. Further understanding the nature of issues dealt with at schools may reveal that interventions are occurring at an appropriate time and place. However, there is currently no data sharing within Cambridgeshire that would enable the Community Safety Partnerships to examine this.

## Crime types experienced by juveniles

Disparities between adult and juveniles also appear when looking at crime types experienced, and this is seen nationally (CSEW 2011/12) and internationally (Finkelhor and Wolak, 2003). Juveniles, for example, experience more violent crime than adults with the CSEW 2011/12 reporting 7.6% (preferred measure) compared to 3.0%, respectively. This increases to 12.1% for juveniles when looking at the 'broad measure'. This comparison must be made with caution given differences in methodology in determining the figures. However, it does demonstrate that the profile of crime types will be different for juveniles and therefore the focus of interventions will be different.

To get an idea of where attention might focus when tackling this issue in Cambridge city, we examined the types of offences that juvenile victims report in the CSEW 2011/2012 (see table 9).

**Table 8: Percentage of juveniles (10-15 years old) that experience crime, by crime type, using the 'preferred measure' for juveniles**

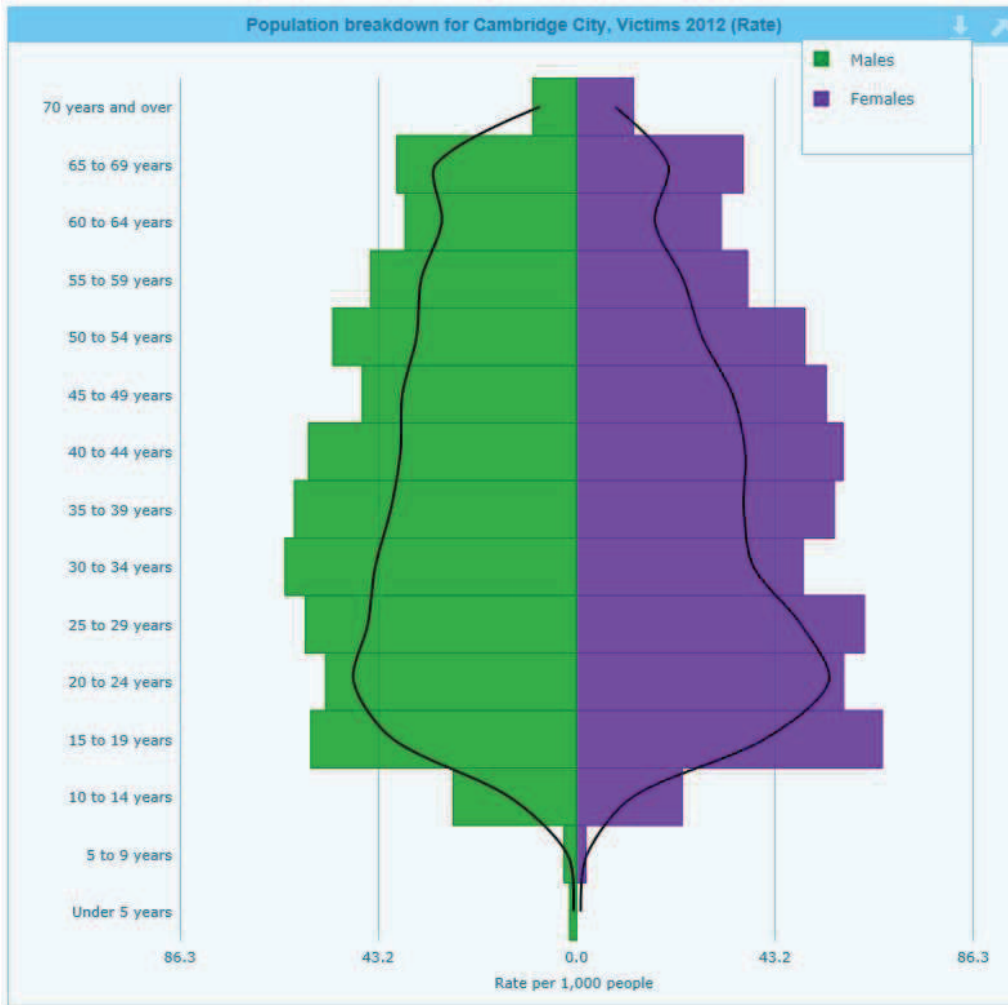
<b>Crime type</b>	<b>All juveniles (%)</b>	<b>Girls (%)</b>	<b>Boys (%)</b>
All violent crime	7.6	4.6	10.5
All thefts	8.1	6.7	9.3
All crime against person	14.5	10.6	18.2
All crime against personal property	0.8	0.5	1.0
All Crime	15.0	11.0	18.9

Source: Crime Survey of England and Wales 2011

When looking at volume of victims, Cambridge City has more victims who are aged 20 to 24 years old. Cambridge City also has more victims who are aged 15 to 19 than victims who are in the age bands 35 plus. Cambridge City also has more victims who are aged 15 to 19 than any other district in Cambridgeshire. When looking at the rate of female victims per 1,000 people as shown in figure 13, the age band most at risk is, females aged 15 to 19 years old. Whereas for males the most at risk age band is 30 to 34 years old. Males aged 10 to 14 are more at risk of been victims than females of the same age, a rate of 27 compared to 23 retrospectively. The black line on the pyramid shows the rate for each age band for Cambridgeshire, Cambridge City has a higher rate for almost all age bands. The victim and offender needs assessment (VONA) update in May 2013 found that 51% of victims was male and 24% of victims were aged between 18 to 24 years old.



Figure 11: Victim histogram – rate per 1,000 population for Cambridge City for 2012



## Section 8: Local Support for Countywide Issues

This section highlights where the Cambridge City Community Safety Partnership can support the work of Cambridgeshire wide initiatives to tackle domestic abuse and repeat offending.

### Overview

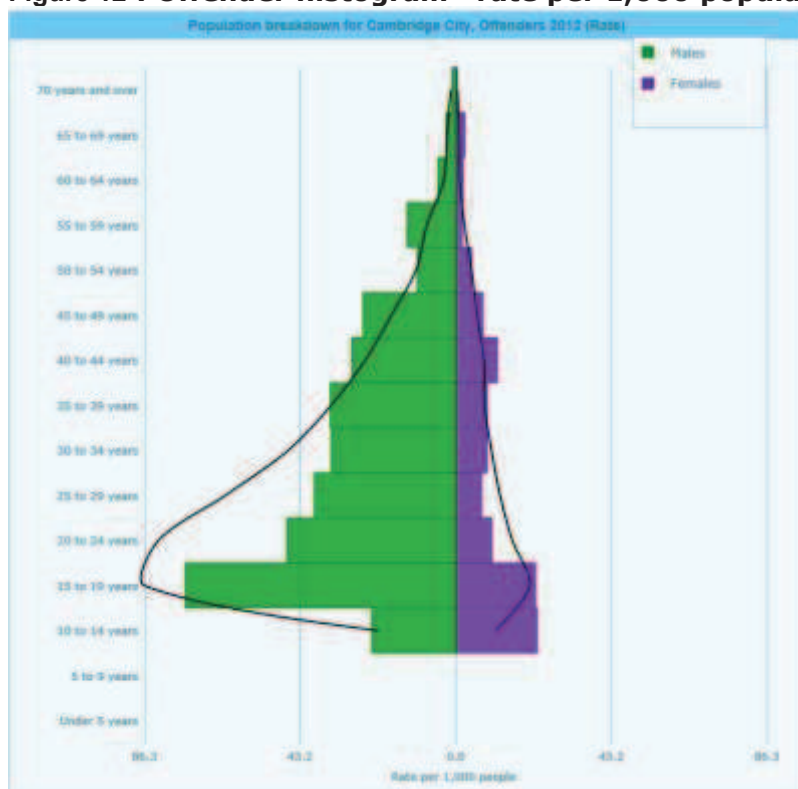
The evidence in the previous strategic assessment emphasised that the prolific offenders for Cambridge started at a young age and originated from the local area. This highlighted the need for ongoing prevention and early intervention work with those at risk of offending and young offenders. This section will briefly look at the overall profile of offenders in Cambridge City and the performance of the scheme tackling prolific offending.

Domestic Abuse remains a priority countywide in Cambridgeshire, with work continuing to prevent future and support current victims. This section will outline the longer-term trend for Cambridge City and the County.

### Section 8.2: Offenders

Most of the offenders are male (as seen in green on the left hand side of the histogram). The most common age for a male offender is 20 to 24 years old (449). Over half all offenders are under 29. Whereas for females (as seen in purple on the right hand side of the histogram) the most common age band is younger, 15 to 19 years old. Cambridge City has a far higher number of offenders in almost all age bands compared to the other districts.

Figure 12 : Offender histogram –rate per 1,000 population for Cambridge City for 2012



When looking at the rate of offenders compared to Cambridgeshire (the black line) you can see that Cambridge City has a higher rate of female offenders aged 10 to 19 than the rest of the County. It also shows that the age who are most at risk of offending is those who are aged between 15 to 19 years old regardless of gender, although for females there could be slightly more 10 to 14 years at risk. Fenland is the only other district who has a higher rate of offending in males aged 15 to 19 years old.

## **Young Offenders**

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There were 33 first time entrants (FTE) to the Criminal Justice System (known to Cambridgeshire's Youth Offending Service) between April and September 2013 in Cambridge City. Just under half were girls. The two most common offence types were theft and handling (12) and violence against the person (9).

### **Work with young people in localities**

A considerable amount of work has been done with youngsters who present a number of factors that could hugely impact on their risk of offending. In the north of the City, work has been done to tackle fire setting; the programme was called Phoenix and was run in partnership with the City Council and the Fire service. Work is also done around preventing theft and criminal damage and also on the impact of cannabis and alcohol.

Information from locality teams in Cambridge City, around young offenders and would be offenders that they work with says that the majority of their cases feature a young person who has either used cannabis, associates with somebody who uses or is aware of its presence in their community. Locality teams believe this is a city wide problem. Although cannabis is not the only element, that impacts on young people's risk taking or offending behaviour in the City. Many of the young people who partake in preventative offending work are either involved with social care or other professionals, are victims of domestic abuse or witness to and or suffer with learning difficulties or mental and emotional health issues. This is not an easy group of people to engage with as many lead chaotic lives.

## **Integrated Offender Management**

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Within Cambridgeshire there is a scheme, referred to as the Integrated Offender Management scheme (IOM), which manages the most prolific adult offenders, who tend to commit acquisitive crimes. The scheme is an adaption of an earlier scheme referred to as the prolific and problematic offenders scheme (PPO). At the end of October 2013 there were 30 offenders in the Cambridge City cohort, 9 of which were in custody at that date. The county total for the IOM cohort was 83, therefore Cambridge accounted for 36% of the IOM offenders, to set this figure in context Cambridge only makes up 20% of the population of Cambridgeshire.

In June 2013 the first performance report was published for the IOM scheme. This report examined convictions for a cohort of offenders in a specified monitoring period (September 2012 to February

2013), and compares them with a baseline period (four years prior to adoption into the scheme). The key performance measures are provided for the monitoring cohort for Cambridgeshire as a whole. This group was 51 offenders in total, of which 11 were from Cambridge City

This monitoring cohort was living in the community on the 1<sup>st</sup> of September 2012. The average age was 30 years; and the majority (88%) were male. Analysis of the offending history revealed that the average length between first and most recent convictions was nearly 14 years (the range being 8 months to 31 years). The average amount of time from adoption date of this cohort, up to 1st March 2013 is 20 months (nearly 2 years).

This monitoring cohort (51 offenders) recorded a total of 3,380 offences and an average of 66 offences per offender, as recorded on Police National Computer (PNC). The range of the number of offences per offender was from a minimum of 10 to a maximum of 193.

Overall the measures indicate a reduction in offending in the monitoring period for this cohort of offenders. 73% reduced both the rate and severity of offending. 6% of offenders reduced either their rate or their severity of offending but not both. A reduction in offending for the entire cohort at the same point in time is unlikely, as with all schemes of this type.

The three measures examined revealed that for the cohort

1. Twenty-four members (47%) did not re-offend during the six month sampling period
2. Thirty-nine members (76%) demonstrated a reduction in their rate of offending
3. Forty-one members (80%) showed a reduction in their severity score

Based on the above methodology;

- 37 of the 51 (73%) showed a reduction in both offending rates and severity score when compared to the baseline period.
- 9 of the 51 (18%) showed an increase in both offending rates and severity score.
- 2 of the 51 (4%) showed a decrease in offending rate, but an increase in severity score
- 1 of the 51 (2%) showed an increase in offending rate, but a decrease in severity score.

(These numbers add up to 49 instead of 51 because two offenders showed no change in one or other of the indicators).

Table 9 breaks down the offences committed by the monitoring cohort for Cambridge City and Cambridgeshire.

**Table 9: Proportion of offences committed by offenders broken down by district of residence**

District	Cambridge City	Cambridgeshire
SAC offences	20%	19%
Violent Crime	10%	13%
Criminal Damage	2%	7%
Theft	47%	37%
Drug offences	10%	7%
Other	11%	17%
<b>All</b>	<b>100%</b>	<b>100%</b>

Source: Cambridgeshire Integrated Offender Management Scheme, Performance Report: September 2012 cohort

The previous strategic assessment highlighted the factors most strongly associated with re-offending, in particular drugs, mental health and employment/training/education. The IOM scheme has during this year has also been supporting the mental health of members of the cohort by employing specialist workers.

### **Section 8.3: Domestic Abuse**

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The term 'domestic abuse' describes the context in which types of crime can occur. In April this year the official Home Office definition changed to include two major elements of concern, victims aged 16-18 years of age and the ability to record patterns of coercive controlling behaviour that is often a large part of the abuse. This widening of the definition should have resulted in a small increase in reporting. However, it is not clear that this has occurred.<sup>17</sup>

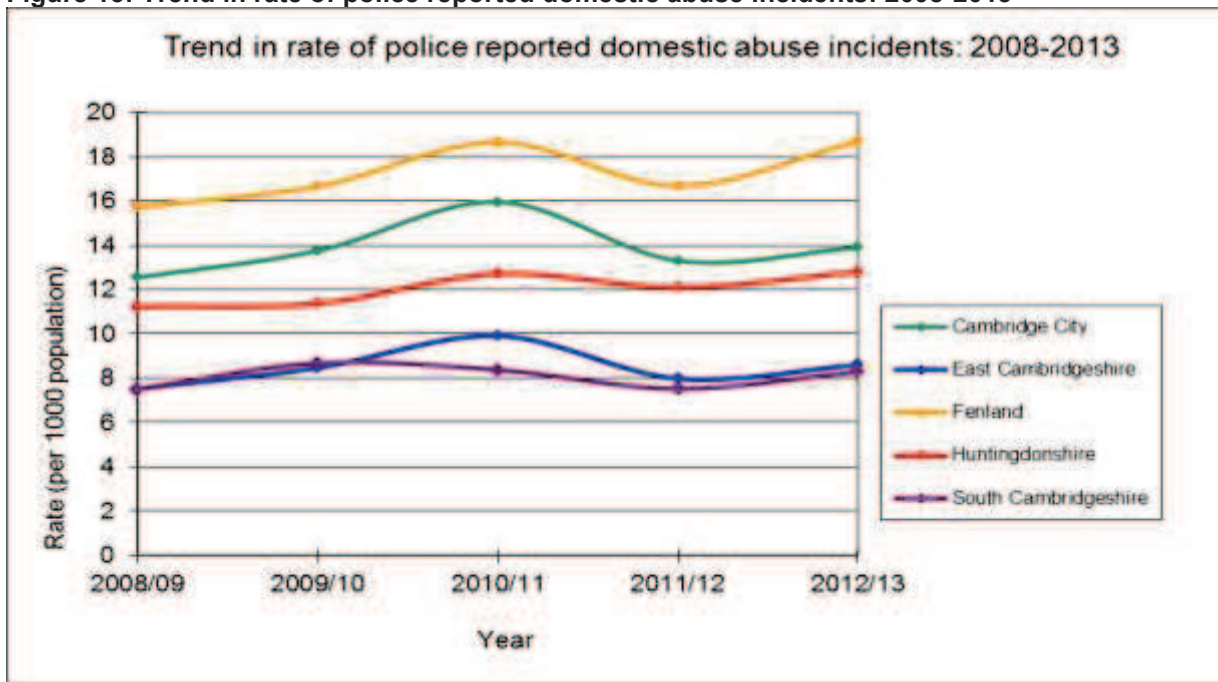
The British Crime Survey 2010/11 includes a self-completion module on intimate violence. This covers emotional, financial and physical abuse by partners or family members, as well as sexual assaults and stalking experienced by 16-59 year olds. Women are more likely than men to have experienced all types of intimate violence. Overall, 30 per cent of women had experienced domestic violence since the age of 16.

Cambridge City continues to record the second highest rate of police recorded domestic abuse incident rates in the county. Over the past five years the trend has followed the county pattern with a peak in recorded incidents in 2010/11 as seen in Figure 13. Due to the substantial estimated under-reporting of domestic abuse, the aim for Cambridgeshire has been to increase reporting. This would allow for more victims to be offered support and to provide a clearer picture of the level and type of need locally.

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<sup>17</sup> Home Office definition

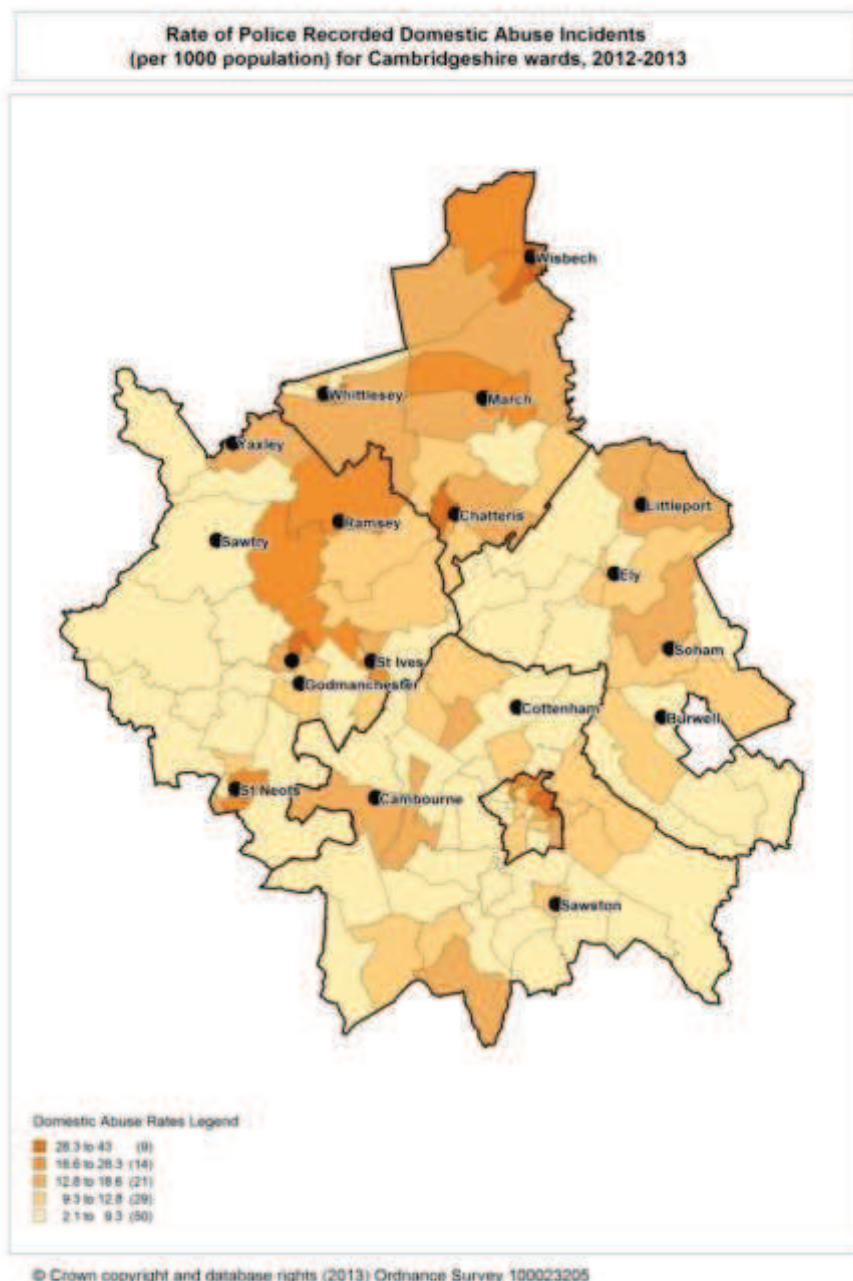
Figure 13: Trend in rate of police reported domestic abuse incidents: 2008-2013



Year to date (April – September 2013) a total of 868 incidents have been recorded in Cambridge City, compared to 982 incidents in the same period in the previous year. Further work is needed, if the Partnership is to continue to increase reporting levels of domestic abuse.

The map overleaf shows the ward rate for police recorded domestic abuse incidents. The north of the City shows higher rates than other wards.

Figure 14: Map of police recorded domestic abuse incident rates per 1,000, 2012/13



## Young peoples' experiences

Currently within Cambridgeshire there are limited data sources exploring the experience of domestic abuse on children and young people either between parents or within their own intimate relationships. Self-reporting of children's experience of domestic abuse and associated behaviours is currently monitored through the Baldings survey.

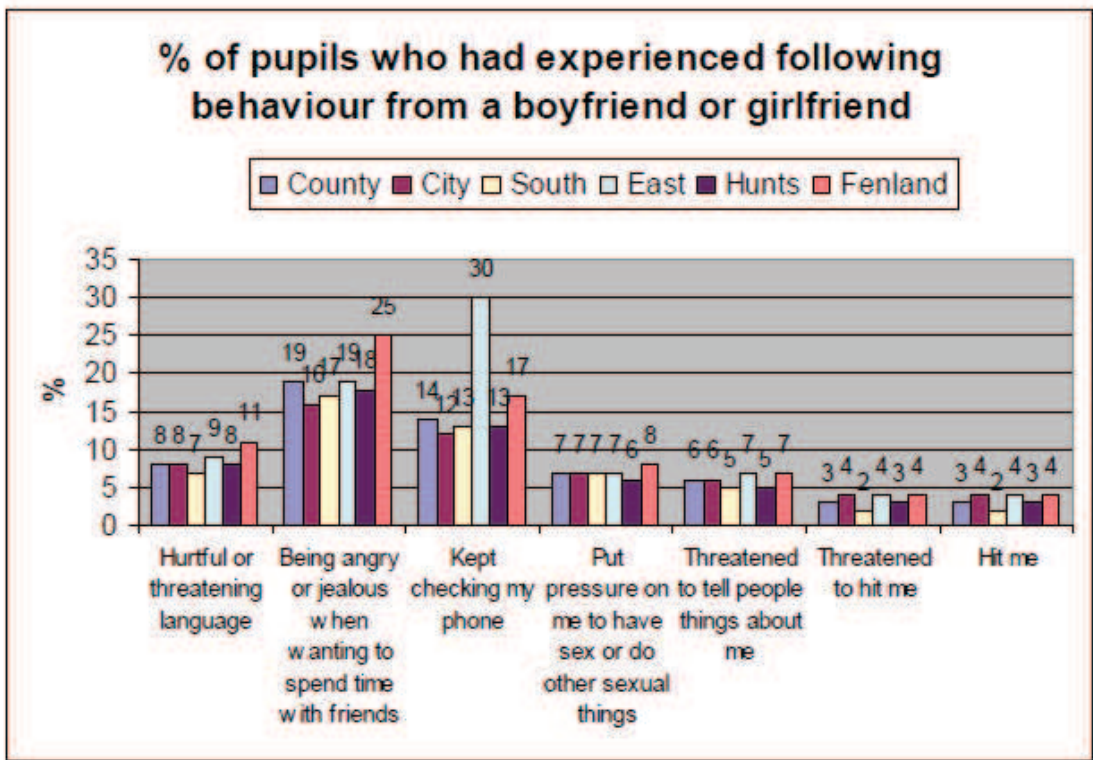
The following findings were from the 2012 survey which received approximately 5,000 responses from Year 8 (12-13 years of age) and Year 10 (14-15 years of age) pupils in Cambridgeshire schools.

- 29% of Cambridge City respondents said that they experienced shouting between adults that frightened them at least once or twice a month (27% Cambridgeshire)
- 7% of Cambridge City respondents said that they had experienced violence or aggression at home at least once or twice a month (7% Cambridgeshire)

The figure below provides an overview of their experiences. The data indicates that;

- 4% of respondents in Cambridge City reported having been hit by a boyfriend or girlfriend
- 9% responded that their boyfriend/girlfriend 'put pressure on me to have sex or do sexual things'

**Figure 15: Self-reported experiences by young people of direct abuse**



Source: Cambridgeshire Domestic Abuse and Sexual Violence Partnership – Annual Report 2012/13

### Section 8.4: Road Safety

Road Safety reports are produced jointly by Cambridgeshire County Council and Cambridgeshire Constabulary annually. The 2012 report<sup>18</sup> shows that Cambridge City has been recording an overall downward trend in road accidents. However, there has been a slight increase in the number of killed or seriously injured. Work continues to tackle road safety through local area committees and the County Road Safety Partnership.

This year the way the data and report are produced is being reviewed and will be published in 2014.

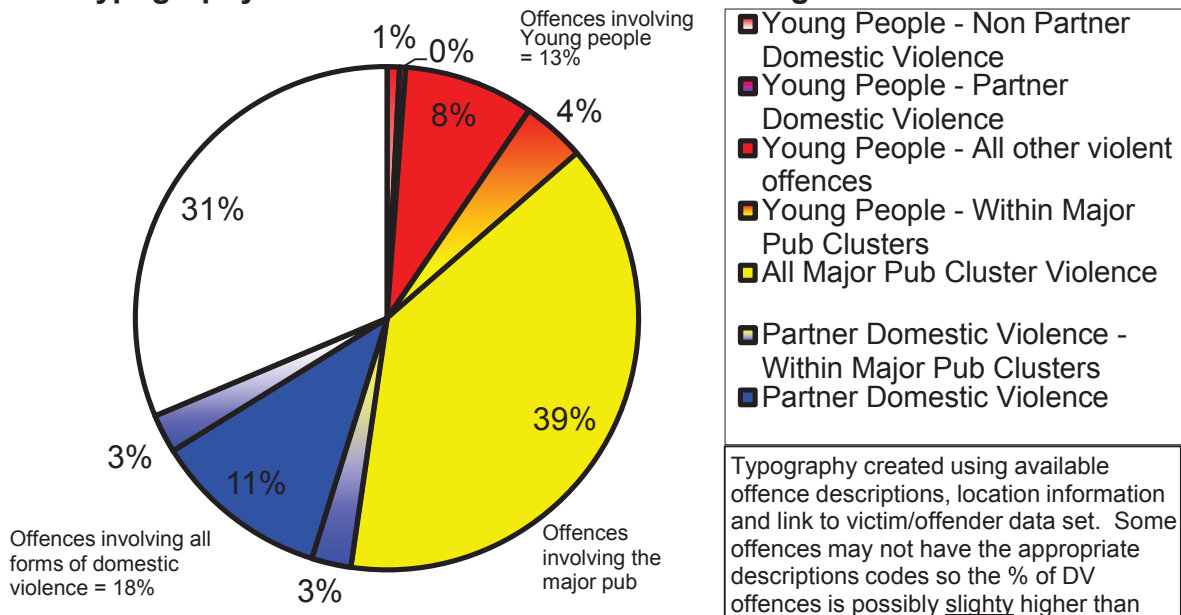
<sup>18</sup> <http://www.cambridgeshire.gov.uk/transport/monitoring/joint+road+casualty+report.htm>



## Appendices

### Appendix 1: Typography of violent offences in Cambridge 2010

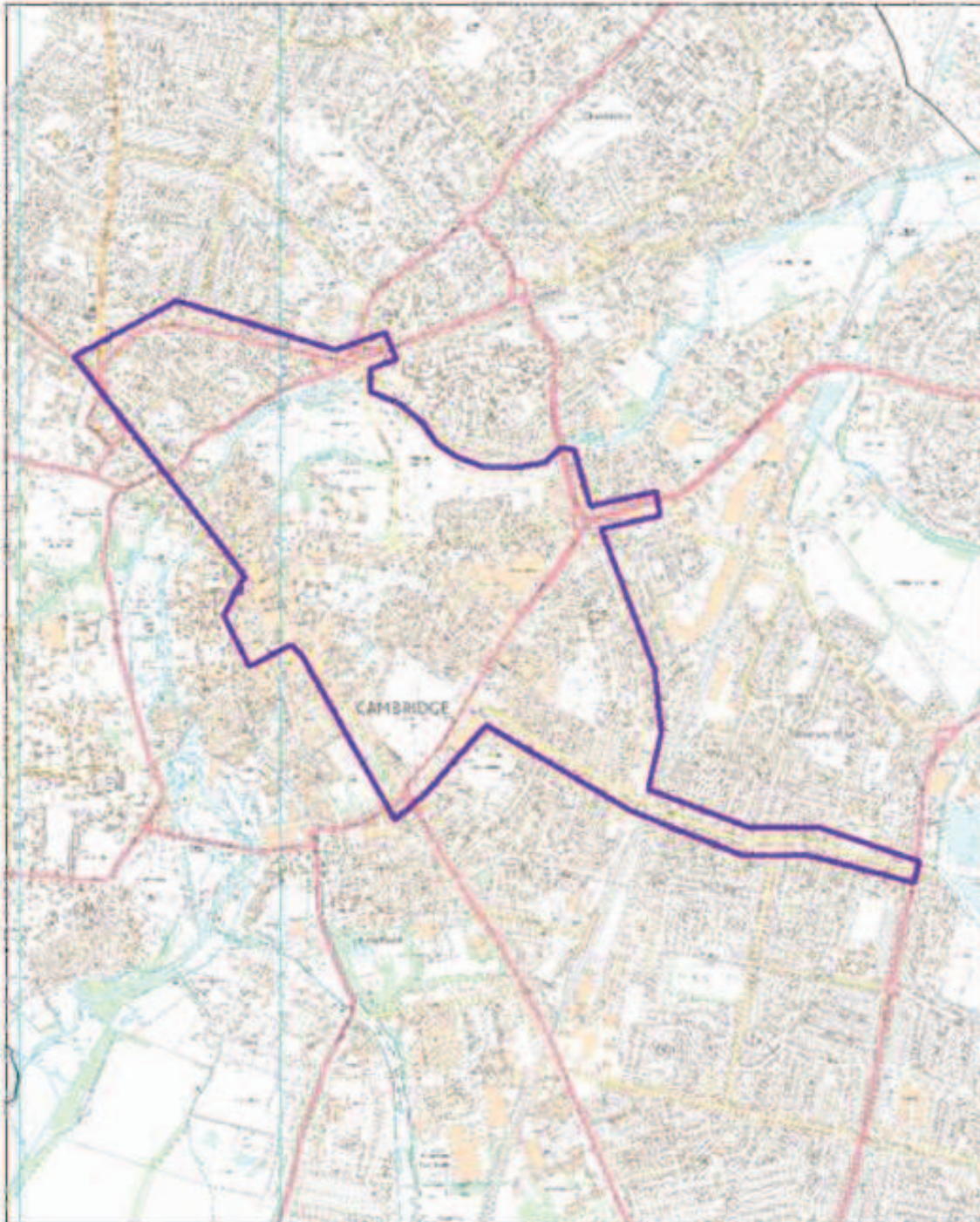
#### Typography of violent offences within Cambridge 2010



## Appendix 2: Map of extended town centre for examination of street based ASB

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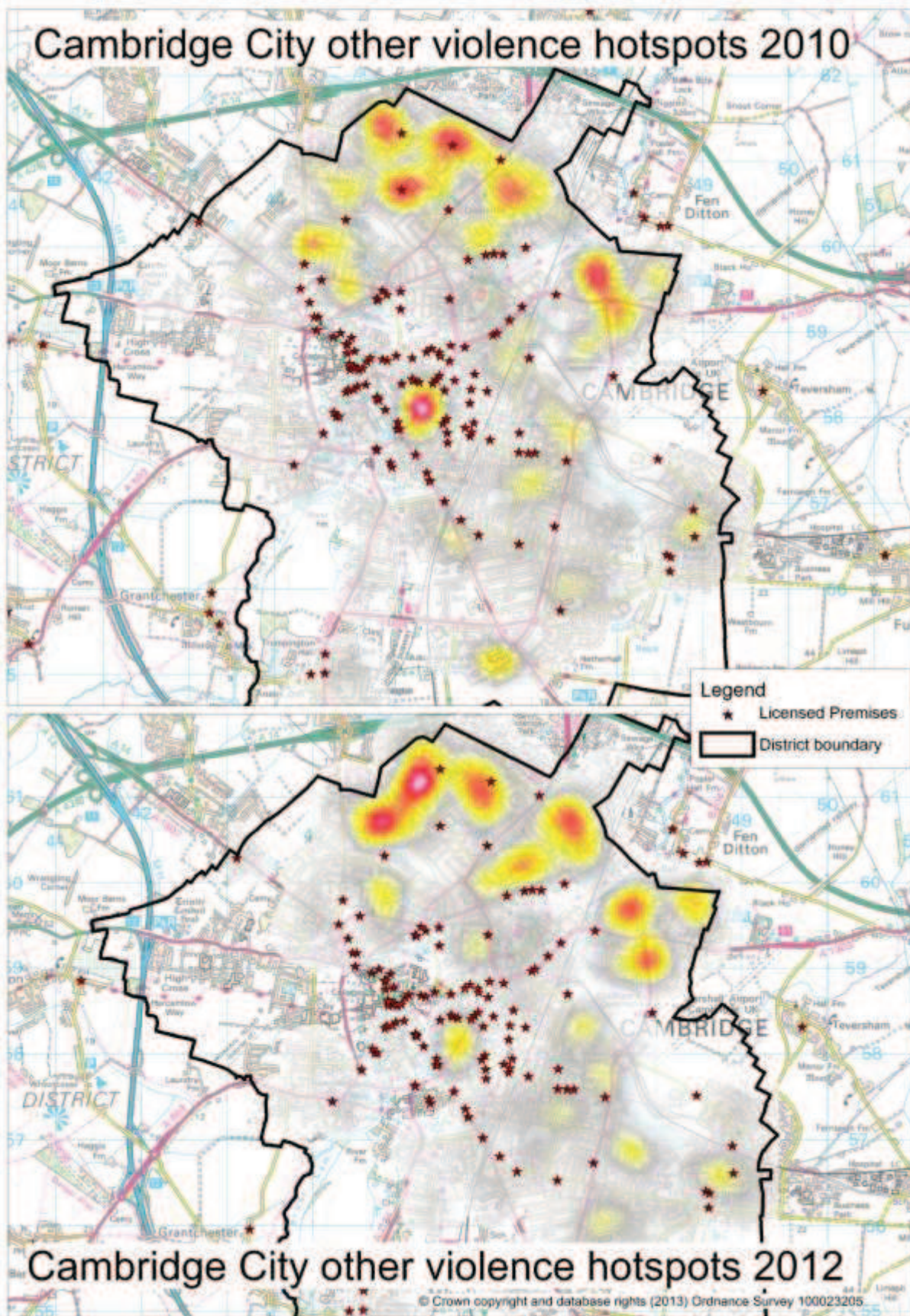
"extended town centre" for examination of street based ASB



Produced by Cambridge County Council, Research & Performance team

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**Appendix 3: Map of other violence hotspots in Cambridge 2010 and 2012**



#### Appendix 4: Table of rates per 1,000 of police recorded ASB in each ward

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Ward	Rate of ASB per 1,000 people
Market	135
Petersfield	49
Abbey	43
King's Hedges	42
East Chesterton	41
Romsey	36
Arbury	34
Coleridge	31
West Chesterton	30
Trumpington	28
Cherry Hinton	27
Queen Edith's	21
Castle	11
Newnham	9

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## About the Cambridgeshire County Council Research and Performance Team

The Research and Performance Team is the central research and information section of Cambridgeshire County Council. We use a variety of information about the people and economy of Cambridgeshire to help plan services for the county. The Research and Performance Team also supports a range of other partner agencies and partnerships.

Subjects covered by the Research and Performance Team include:

- Consultations and Surveys
- Crime and Community Safety
- Consultations
- Data Visualisation
- Economy and The Labour Market
- Health
- Housing
- Mapping and Geographic Information Systems (GIS)
- Population
- Pupil Forecasting

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## Cambridge City Council

To: East Area Committee  
Report by: Simon Payne – Director of Environment  
Wards affected: Abbey, Coleridge, Petersfield, and Romsey

### **Cambridge 20mph Project – Phase 2 (East Phase)**

#### **1. Executive summary**

This report sets out the overall programme for the proposed City-Wide Cambridge 20mph Project. It also brings the project to the East Area Committee in order to request comments and recommendation on the form of consultation proposed to take place for Phase 2 of the project (the East Area).

#### **2. Recommendations**

The East Area Committee is asked:

- 2.1 to note the project programme, and previous approvals from Environment Scrutiny Committee, and to note the proposed consultation area, consultation method, and content for Phase 2;
- 2.2 to provide comments and recommendations to the Executive Councillor for Planning and Climate change (Councillor Tim Ward) on the proposed consultation arrangements. Particularly with regard to which roads/sections of roads are specifically identified within Question 3.

#### **3. Background**

- 3.1 In July 2011, a motion to Council was agreed that requested the Executive Councillor for Planning and Climate Change (Cllr Tim Ward) to evaluate existing 20mph schemes in Cambridge and where appropriate, consult on expansion of schemes. Support and commitment from Cambridgeshire

County Council was secured, and potential project scope and resourcing were investigated, which culminated in Council Budget funding bids for 'the Cambridge City 20mph Zones Project'. A capital bid for £400,000 to cover works was agreed in February 2012. A further revenue Priority Policy Fund bid for £59,800 to cover staffing was also approved.

- 3.2 Both funding bids stipulate that the project should have a citywide approach. As such the project considers all appropriate roads within the Cambridge City Boundary where it is appropriate/feasible to introduce a 20mph limit. Works are subject to agreement with the Highway Authority (Cambridgeshire County Council).
- 3.3 Due to the size of the project, it has been divided into four separate phases, reflecting existing area committee boundaries (for further details see Project Phase Identification and Phase Prioritisation Report at **Appendix A**). It is intended that each phase be progressed separately and brought to the relevant area committee for recommendation.
- 3.4 The project aims to:
- provide conditions that are conducive to an increase in the take up of active travel modes such as walking and cycling, and to encourage a modal shift towards these modes
  - reduce the severity of personal injury accidents (PIAs) that occur on the city's road network
  - reduce noise and air pollution levels
- 3.4 The project is reflected in the City's current policy context including strategic objective PST4.4 in the Planning and Sustainable Transport Portfolio Plan 2012-13. The extension of 20mph zones is also included within the Council's Annual Statement 2012-13 and contributes to the 'Vision for the City'. The project will help to achieve objectives set out in the council's Medium Term Strategy, which includes an action to 'Improve facilities for pedestrians, cyclists and public transport users, including consideration of extending areas with a 20mph limit'. In addition forthcoming Climate Change Strategy 2012-2016 includes an action to 'Identify opportunities in the development of the Cambridge Local



Plan to minimise traffic generation and promote public transport, cycling and walking’.

3.5 The project was initially taken to Environment Scrutiny Committee on 15/01/13, at which approval was provided for the project:

- Phasing (See **Appendix A**)
- Programme (see **Appendix B**)
- Governance/Decision making process as set out below
- Board terms of reference (see **Appendix C**)
- Engagement/Consultation to commence for Phase 1

Approval was also provided for the following items:

- Automatic Traffic Counts (ATCs) for project baseline data collection
- Project wide Engagement/Consultation Activities

3.6 Subsequently Phase 1 was taken to public consultation and met with a positive response.

3.7 The project returned to Environment Scrutiny Committee on 08/10/13 at which authority was provided for:

- statutory process for Phase 1 to take place
- Phase 1 to be implemented subject to statutory process (and as such County Cabinet approval)
- Public consultation and pre-consultation ATCs for Phase 2 to be progressed

#### 4. **Governance/Decision Making**

4.1 A project Board has been set up, as outlined in the terms of reference at **Appendix C**. The board meets on a bi-monthly basis and is chaired by the Executive Councillor for Planning and Climate Change. Invitees include the chair of the area committee(s) currently affected by the project. The board provides both a forum for major stakeholders and a project management tool. Board members provide steer on various project related issues throughout the life of the project.

4.2 During each phase the project will be taken to the relevant Area Committee to provide recommendation to the Executive Councillor for Planning and Climate Change regarding

proposed public consultation arrangements. Where appropriate, the project would also be taken to adjacent Area Committees as required. The manner in which the project would be brought to adjacent area committees would be defined following discussion with the relevant committee chairs. Following public consultation the project will be presented back to the relevant Area Committee(s) for recommendation to the Executive Councillor on whether to proceed with the phase. The project will then be reported to the Asset Management Group before returning to Environment Scrutiny Committee for appraisal to seek permission to progress Traffic Orders and subject to County Cabinet approval of traffic orders, implement the phase.

- 4.3 Traffic Orders will be progressed in partnership with the County Council with the project being taken to County Cabinet prior to commencement of the statutory process. Following advertisement of the orders; any objections would be taken to the County Cabinet for a final decision.

## **5. Implications**

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

Financial implications will be reviewed for each stage following preliminary design work, and covered in appraisal to Environment Scrutiny Committee. There will be revenue implications associated with commuted signage maintenance, which will be discussed with the county council.

### **(b) Staffing Implications**

The project delivery team within the Streets and Open Spaces Service will provide the vast majority of staffing for the project. However, other resources will be required for attendance at Officer and Project board meetings as well as specialist services from the council web team.

### **(c) Equal Opportunities Implications**

Please see equalities impact assessment (**Appendix D**)

(d) **Environmental Implications**

Following assessment the project has been rated as +M (medium positive environmental impact).

(e) **Procurement**

Highways works associated with the project will be procured through the forthcoming Civils Framework. Prior to the completion of this Framework Highways works will be procured through the Braintree Framework. Procurement for all other works/items associated with the project that are not covered by this framework will be undertaken in accordance with the council's procurement policy.

(f) **Consultation and communication**

It is recognised that consultation, communication and engagement will contribute significantly to the success of the project.

Each phase will be fully consulted independently.

Project events/outcomes to be communicated to stakeholders via a project webpage on the city website (<https://www.cambridge.gov.uk/20mph-speed-limit>), press releases, and tweets.

Please see Section 6 for further details

(g) **Community Safety**

Due to the nature of this project it would improve safety for all road users, particularly more vulnerable groups such as pedestrians, cyclists, the young, and the old. Research indicates that fewer PIAs occur where a 20mph limit is in place, and where they do occur their severity is reduced. ROSPA, the road safety charity, states that studies have found that a pedestrian struck at 20mph has a 97% chance of survival; at 30mph this chance falls to 80%

**6. Consultation**

6.1 It is proposed that Phase 2 of the project be consulted via the delivery of a consultation pack containing an explanatory leaflet and questionnaire to all 17,641 addresses located within the Phase 2 area along with statutory consultees.

The content of the proposed consultation pack can be viewed at **Appendix E**. The pack would be contained within an A5 size envelope on which the City Council logo would be printed along with a note in bold lettering reading “Important consultation documents affecting your area inside, Please Read”. The pack would consist of an A3 sheet printed in colour on both sides and folded in half to form an A4 size information leaflet. An A4 size questionnaire sheet printed on both sides in black and white would also be enclosed. In addition to questions, the questionnaire sheet would have a Freepost response address printed on it and an alphabetical list of all affected roads printed on the back.

See table 1 below for a list of statutory consultees.

**Table 1**

<b>Statutory Consultees</b>
Local Police
Local Fire Service
Local Ambulance
Cambridge Cycling Campaign
Disability Cambridgeshire
Cambridgeshire County Council
Cambridge University
Anglia Ruskin University
The Ramblers Association (Cambridge Group)
Local Bus Operators
Local Taxi Operators

6.2 Consultees would be provided with two options to respond. Either via an on-line questionnaire hosted via the City Council ‘Survey Monkey’ account, or by filling in a questionnaire delivered in the consultation pack and returning it via a freepost address. In order to identify any

consultation responses that are returned by respondees from outside the consultation area, each questionnaire would include a unique code, which would also need to be quoted when filling in the on-line questionnaire. As such all responses whether hard copy or on-line would include this unique code. The code would be used to help identify if multiple responses have been received with the same single respondent. In so doing it would be possible to minimise the possibility that an individual or organisation could attempt to sway the final result by submitting the same responses multiple times. However, should a single household respond multiple times these will be analysed in order to detect any potential attempts to unfairly sway the result, whilst allowing each member of a household to provide their view.

- 6.3 By consulting in this way it would be possible to provide reliable data on the views of the local community about the proposals. Without a controlled consultation process, it would not be possible to gain a reliable or quantifiable understanding of whether the proposals have met with a positive response or not.
- 6.4 The consultation would be open for a minimum of 5 weeks and during this time exhibitions would be installed at a local community centre (Ross Street) and the Customer Service Centre at Mandela House, providing additional information and a larger format copy of the consultation plan. There would also be two public drop-in sessions at the local community centre during the consultation period at which council officers would be available to answer questions on the proposals. These would take place at the same location as the exhibition, with one taking place on a week day evening and the other during the day on a Saturday. The content of the exhibition boards for Phase 1 are available for download from the project web page.
- 6.5 The consultation questionnaire is proposed to consist of four project related questions which would be mirrored in the on-line questionnaire:
- 1) Do you agree with the principle of 20mph speed limits on residential and shopping streets in Cambridge?

2) Do you agree with installing the proposed 20mph on the roads coloured in with solid blue lines on the consultation plan?

*(respondents would be invited to provide reasons for a 'No' response to this question in the comments section)*

3) Do you agree with installing the proposed 20mph limit on each of the more main roads that are coloured in with red dashed lines on the consultation plan?

*(the roads in question are listed below question 3 with separate yes or no options for each. Some roads have been divided into sections to provide more clarity from responses)*

4) If you wish, please provide any further comments on the proposals (continue on a separate page if you wish)

A distinction has been drawn between the smaller roads (subject of question 2) and slightly larger C classified roads (subject of question 3) within the Phase area in order to gain a quantifiable understanding of stakeholder views with regard the proposals on the slightly larger roads. General comments would be collated and any themes identified.

6.6 The questionnaire would include details of the respondents address. In the case of a hard copy questionnaire response, this would be printed on the questionnaire. The on-line questionnaire would include a request for respondees to include the post code to which the consultation was delivered. The unique code printed on each questionnaire would also be visible on hard copy responses and be a mandatory field that requires population in order to submit an on-line response. These two data sets would provide a means by which to identify potential attempts to sway the result.

6.7 During the consultation period, should individuals or organisations from outside the phase area wish to respond, either via the on-line or a hard copy response method, they would be requested to provide their post code and main reasons for entering the area (for work, for leisure, school run, etc.). If using the on-line questionnaire they would be asked to quote a specific code, which would identify them as not living within the consultation area.

- 6.8 The consultation would be advertised to those outside the consultation area via the council consultation pages, the project specific web page, press releases, and tweets
- 6.9 During and after the consultation period, all responses would be recorded on a central database.
- 6.10 Once all responses have been collated, the data would be analysed in order to identify the response rate, and the level of positive versus negative response in addition to any themes identified from the comments provided. Consultation outcomes would be collated into a subsequent report, which would be brought to this Area Committee.
- 6.11 Prior to and during the consultation process, the project and consultation would be highlighted to local residents and businesses through a number of channels. Where feasible the project would be outlined in articles in local newsletters such as those produced by local Neighbourhood Community Projects. Opportunities for the project to be represented at community events would also be investigated. The project consultation would be highlighted on the City Council website, and via the Council's twitter feed, as well as through press releases.
- 6.12 Small format copies of the exhibition boards would be distributed to local community centres, libraries, schools, and other community organisations. This would be particularly useful to those who may not be able to travel to the exhibition venue, or who do not have access to the internet. The presence of this information would be highlighted to consultees through the consultation document, local newsletters, twitter, local community groups and the project webpage. It could also be highlighted through health trainers based at local practices.
- 6.13 Where the consultation area encompasses university halls of residence such as the Clare Colony (North Area), these will be contacted separately to ensure students can respond to the proposals if they wish

## 7. Background papers

These background papers were used in the preparation of this report:

- Cambridge City Council, Environment Scrutiny Committee Report – Cambridge 20mph Project  
<http://democracy.cambridge.gov.uk/documents/g714/Public%20reports%20pack%2015th-Jan-2013%2017.00%20Environment%20Scrutiny%20Committee.pdf?T=10>
- Cambridge City Council, North Area Committee, Cambridge 20mph Project – Phase 1  
<http://democracy.cambridge.gov.uk/ieListDocuments.aspx?CId=199&MId=2406&Ver=4>
- Cambridge City Council, North Area Committee, Cambridge 20mph Project – Phase 1 Consultation Results  
<http://democracy.cambridge.gov.uk/ieListDocuments.aspx?CId=199&MId=2451&Ver=4>
- Cambridge City Council, Project Appraisal and Scrutiny Committee Recommendation, Environment Scrutiny, Cambridge 20mph Project – Phase 1 Implementation and Phase 2 Consultation  
<http://democracy.cambridge.gov.uk/ieListDocuments.aspx?CId=177&MId=1033&Ver=4>
- Cambridge 20mph Project – Phase 2 Draft Consultation Pack – Please contact the author for a PDF copy
- Responses to Cambridge 20mph Project, North Phase Public Consultation – Please contact the author for a PDF summary
- Department for Transport Local Transport Note 1/07 – Traffic Calming  
[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/3811/ltn-1-07.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3811/ltn-1-07.pdf)
- Department for Transport Draft Speed Limit Circular July 2012 – Setting Local Speed Limits –  
<http://assets.dft.gov.uk/consultations/dft-2012-32/setting-local-speed-limits.pdf>
- Cambridge City Council Budget Setting Report  
[http://mgsqlmh01/documents/s8599/BSR%20Version%20Ver%201.1%2021%20Dec%202011\\_1.pdf](http://mgsqlmh01/documents/s8599/BSR%20Version%20Ver%201.1%2021%20Dec%202011_1.pdf)
- Planning and Sustainable Transport Portfolio Plan 2012-13



[http://mgsqlmh01/documents/s8526/PST Planning and Sustainable Transport Portfolio Plan 2012-13.pdf](http://mgsqlmh01/documents/s8526/PST_Planning_and_Sustainable_Transport_Portfolio_Plan_2012-13.pdf)

- Cambridge City Council Medium Term Financial Strategy 2011/12 – 2015/16  
[http://mgsqlmh01/documents/s13580/MTS Version 2 Executive - FINAL 2.pdf](http://mgsqlmh01/documents/s13580/MTS_Version_2_Executive_FINAL_2.pdf)
- Cambridge City Council Climate Change Strategy 2012-2016  
[http://mgsqlmh01/documents/s13710/Appendix A Cambridge City Council Climate Change Strategy.pdf](http://mgsqlmh01/documents/s13710/Appendix_A_Cambridge_City_Council_Climate_Change_Strategy.pdf)

## **7. Appendices**

Appendix A – Project Phase Identification and Phase Prioritisation Report

Appendix B – Appendix B – 20mph Project Programme – Phase 1 in Detail

Appendix C – Cambridge 20mph Project Board Terms of Reference

Appendix D – Cambridge City Council Equality Impact Assessment

Appendix E – Consultation Pack (Consultation Leaflet, Questionnaire, Envelope)

## **8. Inspection of papers**

To inspect the background papers or if you have a query on the report please contact:

Author's Name:	Ben Bishop or Andy Preston
Author's Phone Number:	01223 457385 or 01223 457271
Author's Email:	ben.bishop@cambridge.gov.uk

## Appendix A

### Cambridge 20mph Project Briefing Note Project Phase Identification and Phase Prioritisation Report

#### Summary

This note outlines the reasons behind the alignment of the project phase boundaries, and also analyses factors to inform the order in which the phases should be progressed on the basis of a cost/benefit analysis.

Note: Analysis is based on the data that is currently available.

#### 1.0 Identification

1.1 The Cambridge 20mph Project is proposed to cover all appropriate roads within the Cambridge City Boundary. An area of roughly 40km<sup>2</sup>. Due to the scale of work that would be involved in consulting and implementing a new speed limit on all appropriate roads across this entire area in one instance, it is proposed to phase the works into smaller more practical areas or phases. It is currently proposed for there to be four phases, which divide the City's road network roughly into quarters.

1.2 The phase boundaries have been identified in line with the existing Cambridge City area committee boundaries. Each area committee is formed of three or four wards and are identified as North, East, South and West Central. The wards within each area committee are as follows:

- North: Arbury, West Chesterton, East Chesterton and Kings Hedges
- East: Petersfield, Abbey, Romsey and Coleridge
- South: Trumpington, Queen Edith, Cherry Hinton
- West Central: Castle, Newnham and Market

14 wards in all.

1.3 Existing ward boundaries and therefore area committee boundaries run along building lines and cut across sections of road between junctions. As such these boundaries are not

ideal for the phasing of a project based on the road network. For this reason, the boundaries have been amended to fit more practically with potential implementation. To this end, in certain locations the boundaries have been relocated from building lines to run along the nearest practical road. Particular attention has been made to the strategic A and B road network, along which the new limit would not be implemented, and as such the network provides useful boundaries. Similarly where the boundary runs across a road between junctions, it has been relocated to a junction. Other practical boundary features include watercourses and railway lines. The phase boundaries identified allow for entry/exit points to be positioned at practical locations for signage/gate features. The phase boundaries have also been identified in order to avoid, wherever possible, the need to amend works that have been implemented as part of a previous phase when building a subsequent phase. This could occur where a road forming the boundary of a previous phase, is included within a subsequent phase.

- 1.4 The proposed phase boundaries are illustrated at **Annex A**. As the phases are still a close approximation to the area committee boundaries, it would still be possible to include area committees within the project engagement/consultation plan. Please note the phase boundaries currently include some sections of the road network that sit outside any of the Cambridge City wards, and as such are officially outside the city boundary. These roads, including Fen Road, the estate roads off Gazelle Way, and some roads off the north end of Arbury Road have been included as they could be deemed to form part of the Cambridge City Road network. However, the inclusion of these roads is yet to be finalised and will be subject to consultation with relevant stakeholders.

## 2.0 Prioritisation

- 2.1 Subsequent to agreement of the phase boundaries, it is necessary to identify how the phases should be ordered within the project. This can be achieved through a cost/benefit analysis with a view to providing maximum benefit for the time/funding invested.

2.2 In order to analyse the cost benefits for each phase, firstly the benefits of the project have been identified. These include:

- Facilitating/encouraging modal shift towards more active and sustainable transport modes with associated health benefits, reduction in air borne and noise pollution, and reduced levels of transport poverty
- Reduction in personal injury accidents (PIAs)

2.3 Then the ways in which these benefits affect the different phase areas has been identified, with a view to maximising the potential positive impact.

### Modal Shift

Travel to Work data was collected as part of the 2001 census. This data has been analysed to indicate which transport modes are used to get to work on a ward-by-ward basis in Cambridge. For the purposes of this report, the data was further analysed to identify the proportion of transport for work that was undertaken through active modes for each ward. The results are set out in the table below.

Table 1 – Transport for work using active modes

Rank - Proportion of transport for work using active modes	2003 ST ward	S129:10 (ALL PEOPLE : Bicycle)	S129:11 (ALL PEOPLE : On foot)	Sum of Active Travel Modes	Total number of census responses per ward	Portion of total responses using active modes
14	12UBFZ Newnham	1,080	421	1,501	9,000	16.68
13	12UBFY Market	3,960	2,202	6,162	37,004	16.65
12	12UBGA Petersfield	797	444	1,241	8,002	15.51
11	12UBFS Castle	1,175	571	1,746	12,196	14.32
10	12UBGB Queen Edith's	1,447	788	2,235	19,164	11.66
9	12UBGD Trumpington	1,672	692	2,364	20,432	11.57
8	12UBGE West Chesterton	426	259	685	5,972	11.47
7	12UBFU Coleridge	471	197	668	6,176	10.82
6	12UBFQ Abbey	703	336	1,039	9,998	10.39
5	12UBGC Romsey	434	256	690	6,916	9.98
4	12UBFT Cherry Hinton	256	163	419	4,294	9.76
3	12UBFR Arbury	177	129	306	3,138	9.75
2	12UBFW East Chesterton	666	320	986	10,956	9.00
1	12UBFX King's Hedges	216	150	366	4,146	8.83
		<b>13,480</b>	<b>6,928</b>	<b>20,408</b>	<b>157,394</b>	

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The table indicates that in terms of transport for work, active modes are least well represented in the Kings Hedges, East Chesterton, Arbury and Cherry Hinton Wards. Three of these fall within the northern phase and as such, this factor suggests maximum benefit from potential modal shift towards active modes may be gained within this phase area.

## Health

With regard potential health benefits, data from the Cambridge ward profiles atlas available at: <http://atlas.cambridgeshire.gov.uk/Profiles/WardProfiles/atlas.html>, has been analysed. Health issues are linked to deprivation. The '*Strategy to tackle Health Inequalities in Cambridgeshire 2009-2011*' states "there are marked geographical and socio-environmental health inequalities in Cambridgeshire. These are closely linked with the index of multiple deprivation". The Cambridge Ward atlas includes the index of multiple deprivation. Cambridge wards are listed below in order of level of deprivation from lowest to highest:

- Newnham
- Castle
- Queen Edith's
- Market
- West Chesterton
- Coleridge
- Cherry Hinton
- Romsey
- Trumpington
- Petersfield
- Arbury
- East Chesterton
- Abbey
- Kings Hedges

East Chesterton, Abbey and Kings Hedges are the most deprived wards in the city. In addition the ward atlas indicates that Kings Hedges and East Chesterton have the highest mortality figures across the city. As such the health benefits of the project may well be best realised within the northern phase area.

## Personal Injury Accidents

Traffic accident data has yet to be provided by the county council. Once this has been provided it will be analysed and the results added to this report.

2.4 Following analysis of the benefits, it is also useful to analyse the phase areas in terms of the number of people who could potentially benefit.

### Population Density

The ward profiles atlas indicates that population density across the wards is as follows from high to low:

- Petersfield
- Arbury
- Romsey
- West Chesterton
- Kings Hedges
- Market
- Coleridge
- East Chesterton
- Cherry Hinton
- Abbey
- Castle
- Queen Edith's
- Newnham
- Trumpington

The population density can be taken as a rough indicator of the population per mile of road brought into 20mph working. In terms of cost benefit, population density is useful as a high density indicates that a larger number of people would be likely to benefit from the project for a similar level of time/funding spent. All of the wards in the northern phase are located within the top eight most densely populated wards. As such this is on average the most densely populated phase. The second most densely populated phase is the eastern phase.

### Schools/Colleges

It is useful to look at the density of schools within the phase areas as journeys to and from school are likely to benefit from the project in real terms and provide benefits to the project in terms of marketing/engagement. Not only does the

density of schools provide an indication of overall potential benefit to pupils/parents/staff with a less intimidating road environment and a potential reduction in PIAs, but also may provide opportunities for engagement and potentially improve compliance, with the wider community influenced by the school and issues that are of benefit to the school. The table below provides the density of schools within each phase area.

Table 2 – Density of schools per phase area

Phase Area	Area (Km square)	No. of Schools	Schools per square km
North	7.9	13	1.65
East	7.2	8	1.11
South	13.2	14	1.06
West and Central	8.1	4	0.49

As the table above illustrates the north area has the highest density of schools, followed by the eastern phase.

2.5 Consideration has also been given to likely compliance with the project following implementation. It is judged that if the first phase implemented achieves reasonable compliance and success, this would promote compliance for the following phases. Probable levels of compliance are hard to estimate without details of the existing traffic speed, however, the estate type roads, which dominate in the northern area, may well be more conducive to compliance than for instance, the straighter suburban roads which characterise the southern phase area.

In addition as mentioned above schools may form a key opportunity for marketing and engagement. Schools could act as conduits for demonstrating the benefits of and reasons for the proposed limit to the wider community. Compliance with the limit is likely to be significantly effected by the level of understanding road users have for the reasons behind it. The northern phase does not currently have any existing 20mph limits or zones located within it. Without 20mph limits already in place, post implementation speed monitoring is likely to register a reduction in speed over a wider number of roads. It would also serve to provide the benefits of 20mph to an area that has as yet has not benefited from any.

### 3.0 Conclusion / Recommendations

3.1 Following the analysis above it is recommended that the identified phase boundaries be adopted.

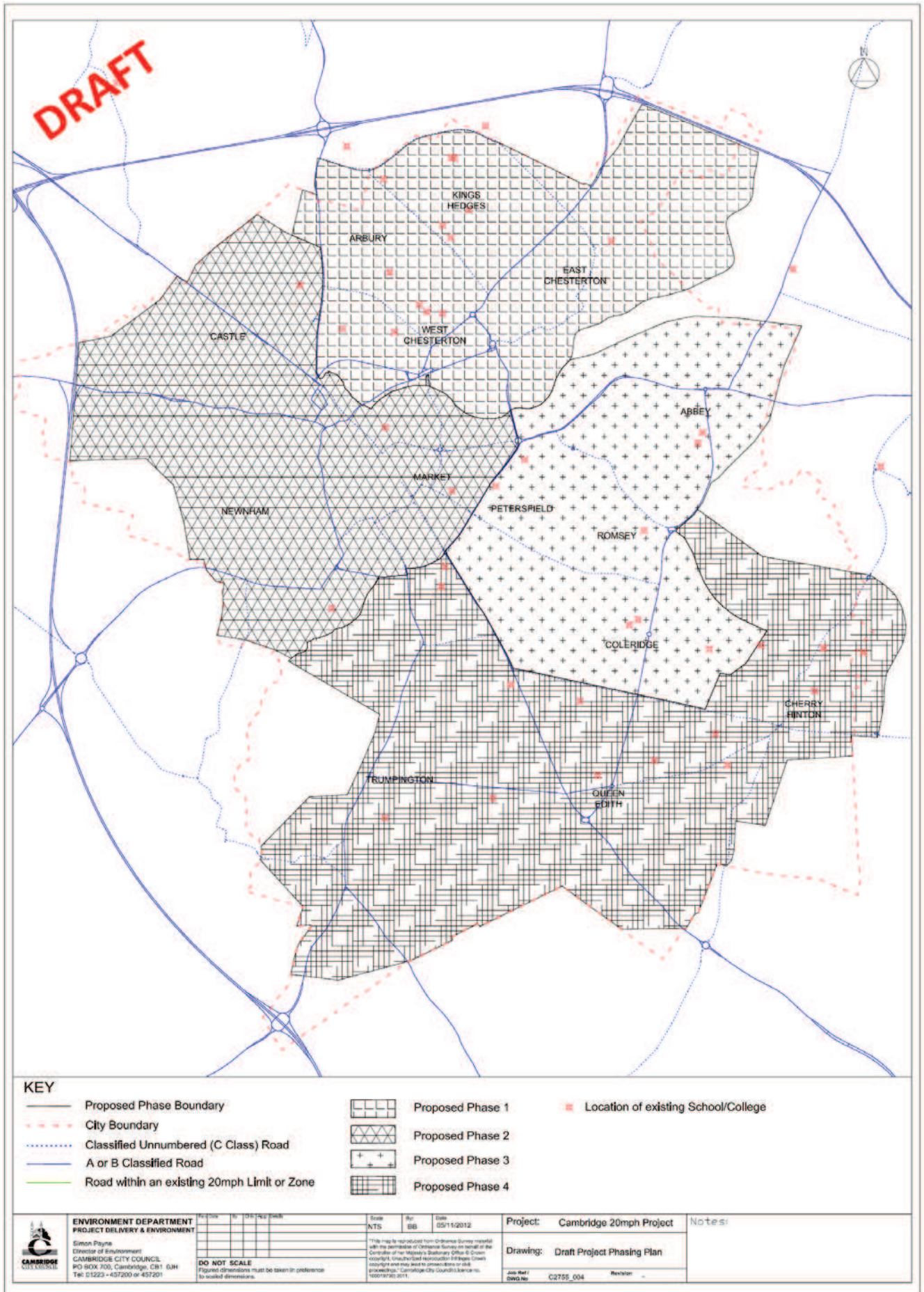
3.2 Although it has not been possible to analyse accident statistics as part of this report as yet, the factors taken into account to date suggest that in terms of cost/benefit, the phases should be progressed in the following order:

- North
- East
- South
- West Central

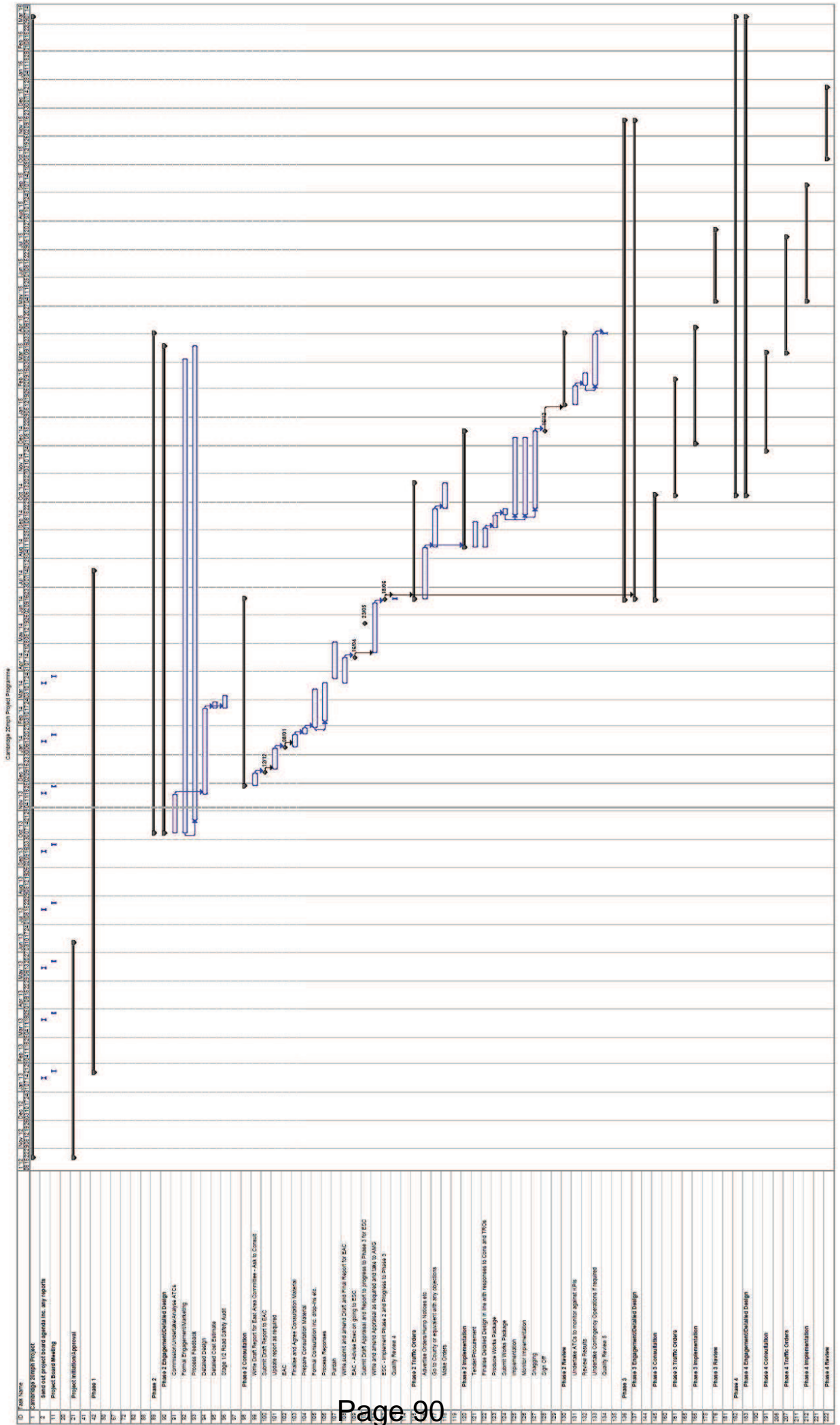
Analysis has indicated that prioritisation of the northern phase for a 20mph limit is likely to result in the greatest improvements in terms of benefits identified in 2.2, per the amount of time and funding invested. This report also suggests that potential success of the project within the northern phase is likely to promote success and compliance in subsequently implemented phases.



# Annex A to Appendix A



# Appendix B – 20mph Project Programme – Phase 2 in Detail



## Appendix C

### Cambridge 20mph Project Board Terms of Reference

#### **Purpose / role:**

The project board has been identified to provide steer on various project related issues throughout the life of the project. Board members have been chosen to represent major stakeholder groups associated with the project. The board has been identified at project inception in order to ensure the requirements/preferences of stakeholders are taken into account throughout project development and progress. It is intended that in so doing, the project board will help to ensure success of the project.

#### **Membership:**

Board members have been chosen to represent the views of all major stakeholder groups affected by the project.

Proposed Cambridge City Council invitees:

- Cllr Tim Ward – Executive Councillor for Planning and Climate Change
- Simon Payne – Director of Environment
- Andrew Preston – Project Delivery & Environment Manager
- Patsy Dell – Head of Planning
- Cllr Gail Marchant-Daisley – Spokes for Planning and Climate Change
- Ben Bishop – Cambridge 20mph Project Officer
- City Business Support - TBC

Proposed Cambridgeshire County Council invitees:

- Cllr Tony Orgee – Cabinet Member for Community Infrastructure
- John Onslow - Director of Infrastructure Management and Operations: Environment Services
- Nicola Debnam – Head of Local Infrastructure and Street Management
- County Officer - Brian Stinton or nominated officer

Proposed Other Stakeholder/Partner invitees:

- Representative from local 20mph Campaign 20 Sense – Hugh Kellett
- Representative from Cambridgeshire Constabulary – Clive Holgate – Area Traffic Management Officer
- Representative from Cambridge Cycling Campaign – Jim Chisholm
- Representatives from Local Bus and Taxi Operators – Panther, Camcab, Stagecoach
- Representative from local Public Health Authority – Cambridgeshire NHS

It may not be necessary for all proposed invitees at Project Board to attend all meetings. Specific attendance would be designated by project stage.

**Accountability:**

The board is accountable to the Cambridge City Council Environment Scrutiny Committee. Activities/decisions of the board will be outlined in appraisal reports submitted to the committee prior to implementation of each project phase.

**Review:**

Terms of reference to be reviewed once a year in December

**Working methods / ways of working:**

Meetings to be organised by Project Manager. Meetings to be held bi-monthly - on the third Wednesday of every other month (subject to invitees availability) at the Guildhall and chaired by Executive Councillor for Planning and Climate Change. Agenda and any associated reports/resources to be distributed to all invitees 1 week prior to meeting via email. Should any resource be too large for email, it will be distributed via a file transfer protocol (FTP) site.

For every meeting the agenda will include: progress report and programme, project risks/issues, change control, and finance log, to be presented by project manager and AOBs.

Previous meeting minutes to be covered as relevant agenda item is covered at subsequent meeting.

Specific issues to be covered and where appropriate agreed at each meeting in relation to project stage. Details of specific issues to be distributed with agenda prior to each meeting and covered during progress report and programme section of agenda. For example proposed project KPIs to be presented at first board meeting.

Last item on agenda to ask all attendees if they have any other business.

Minutes of each meeting to be taken by Cambridge City Council Business Support and distributed to all invitees 1 week after meeting.

Outside speakers may be invited to present at certain meetings such as: 20s Plenty for Us or, specific equipment suppliers as appropriate.

Subject to consent, email addresses of all invitees to be distributed to all board members to facilitate communications.

### **Definition of terms**

Project Phase – due to its size project has been divided into four phases, which would be consulted and implemented separately. For more details see Project Phase Identification and Phase Prioritisation Report.

## Appendix D

### Cambridge City Council Equality Impact Assessment



Completing an Equality Impact Assessment will help you to think about what impact your strategy, policy, plan, project, contract or major change to your service may have on people that live in, work in or visit Cambridge, as well as on City Council staff.

The template is easy to use. You do not need to have specialist equalities knowledge to complete it. It asks you to make judgements based on evidence and experience. There are guidance notes on the intranet to help you. You can also get advice from David Kidston, Strategy and Partnerships Manager on 01223 457043 or email [david.kidston@cambridge.gov.uk](mailto:david.kidston@cambridge.gov.uk), or from any member of the Joint Equalities Group.

<b>1. Title of strategy, policy, plan, project, contract or major change to your service:</b>
---

Cambridge 20mph Project
-------------------------

<b>2. What is the objective or purpose of your strategy, policy, plan, project, contract or major change to your service?</b>
---

To reduce the speed of traffic on non-classified roads within the city of Cambridge to 20mph in order to provide a safer, greener and less threatening road environment for all road users.
---

<b>3. Who will be affected by this strategy, policy, plan, project, contract or major change to your service? (Please tick those that apply)</b>
--

- |  |
|--|
| <input checked="" type="checkbox"/> Residents<br><input checked="" type="checkbox"/> Visitors<br><input checked="" type="checkbox"/> Staff |
|--|

A specific client group or groups (please state):

**4. What type of strategy, policy, plan, project, contract or major change to your service is this? (Please tick)**

- New  
 Revised  
 Existing

**5. Responsible directorate and service**

Directorate: Environment  
Service: Streets and Open Spaces

**6. Are other departments or partners involved in delivering this strategy, policy, plan, project, contract or major change to your service?**

- No  
 Yes (please give details):  
Cambridgeshire County Council (as Highway Authority)  
Cambridge City Web Team  
Local Police (enforcement)  
Local public transport providers

**7. Potential impact**

Please list and explain how this strategy, policy, plan, project, contract or major change to your service could **positively** or **negatively** affect individuals from the following equalities groups.

When answering this question, please think about:

- The results of relevant consultation that you or others have completed (for example with residents, people that work in or visit Cambridge, service users, staff or partner organisations).
- Complaints information.
- Performance information.
- Information about people using your service (for example whether people from certain equalities groups use the service more or less than others).
- Inspection results.
- Comparisons with other organisations.
- The implementation of your piece of work (don't just assess what you think the impact will be after you have completed your work, but also think about what steps you might have to take to make sure that the implementation of your work does not negatively impact on people from a particular equality group).
- The relevant premises involved.
- Your communications.
- National research (local information is not always available, particularly for some equalities groups, so use national research to provide evidence for your conclusions).

**(a) Age** (any group of people of a particular age, including younger and older people)

The project should have a positive impact on the more vulnerable younger and older road users, by providing a less threatening road environment. In addition, at 20mph the severity of Personal Injury Accidents (PIAs) is reduced, which is of particular importance to more vulnerable road users.



**(b) Disability** (including people with a physical impairment, sensory impairment, learning disability, mental health problem or other condition which has an impact on their daily life)

In certain cases road users with a disability such as sensory or physical impairment would be classed as vulnerable road users. As such the scheme will provide a positive impact by providing a safer road environment.

It is possible that those with a visual impairment will be negatively impacted as a result of being unable to read the consultation material provided as part of the project.

**(c) Gender**

No specific impact

**(d) Pregnancy and maternity**

No specific impact, other than in providing reduced levels of air born pollution, which may be of particular significance to those who are pregnant.

**(e) Transgender** (including gender re-assignment)

No specific impact

**(f) Marriage and Civil Partnership**

No specific impact

**(g) Race or ethnicity**

Studies suggest that minority groups are underrepresented as users of active travel modes. Through providing a less threatening road environment, the project is likely to have a positive impact by reducing the barriers to walking and cycling that these groups encounter.

<b>(h) Religion or belief</b>
-------------------------------

No specific impact
--------------------

<b>(i) Sexual orientation</b>
-------------------------------

No specific impact
--------------------

<b>(j) Other factor that may lead to inequality (please state):</b>
---

Given the scheme is sign and line based it is possible there will be a negative impact on those who have difficulty reading or interpreting the signage such as those who do not read English or who are illiterate. This may also apply to the consultation documentation.
---

<b>8. If you have any additional comments please add them here</b>
--

None
------

<b>9. Conclusions and Next Steps</b>
--------------------------------------

- |   |
|---|
| <ul style="list-style-type: none"><li>• If you have not identified any negative impacts, please sign off this form.</li><li>• If you have identified potential negative actions, you must complete the action plan at the end of this document to set out how you propose to mitigate the impact. If you do not feel that the potential negative impact can be mitigated, you must complete question 8 to explain why that is the case.</li><li>• If there is insufficient evidence to say whether or not there is likely to be a negative impact, please complete the action plan setting out what additional information you need to gather to complete the assessment.</li></ul> |
|---|

All completed Equality Impact Assessments must be emailed to David Kidston, Strategy and Partnerships Manager, who will arrange for it to be published on the City Council's website. Email [david.kidston@cambridge.gov.uk](mailto:david.kidston@cambridge.gov.uk).

**10. Sign off**

Name and job title of assessment lead officer: Ben Bishop - 20mph Project Officer

Names and job titles of other assessment team members and people consulted: N/A

Date of completion: 08.10.12

Date of next review of the assessment: 08.10.13

## Action Plan

**Equality Impact Assessment title:** Cambridge 20mph Project

**Date of completion:** 08.10.13

<b>Equality Group</b>	<b>Age</b>
Details of possible disadvantage or negative impact	
Action to be taken to address the disadvantage or negative impact	
Officer responsible for progressing the action	
Date action to be completed by	

<b>Equality Group</b>	<b>Disability</b>
Details of possible disadvantage or negative impact	Those with visual disability may not be able to read consultation material produced as part of the project
Action to be taken to address the disadvantage or negative impact	All Consultation material will be produced in accordance with council consultation policy to include options for large versions of the documentation to be provided. In addition plans will be produced to be as clear as possible for those with reduced visual perception.
Officer responsible for progressing the action	Ben Bishop
Date action to be completed by	During Project Consultation phase

<b>Equality Group</b>	<b>Gender</b>
-----------------------	---------------

Details of possible disadvantage or negative impact	
Action to be taken to address the disadvantage or negative impact	
Officer responsible for progressing the action	
Date action to be completed by	

<b>Equality Group</b>	<b>Pregnancy and maternity</b>
Details of possible disadvantage or negative impact	
Action to be taken to address the disadvantage or negative impact	
Officer responsible for progressing the action	
Date action to be completed by	

<b>Equality Group</b>	<b>Transgender</b>
Details of possible disadvantage or negative impact	
Action to be taken to address the disadvantage or negative	

impact	
Officer responsible for progressing the action	
Date action to be completed by	

<b>Equality Group</b>	<b>Marriage and Civil Partnership</b>
Details of possible disadvantage or negative impact	
Action to be taken to address the disadvantage or negative impact	
Officer responsible for progressing the action	
Date action to be completed by	

<b>Equality Group</b>	<b>Race or ethnicity</b>
Details of possible disadvantage or negative impact	
Action to be taken to address the disadvantage or negative impact	
Officer responsible for progressing the action	
Date action to be	

completed by	
--------------	--

<b>Equality Group</b>	<b>Religion or belief</b>
Details of possible disadvantage or negative impact	
Action to be taken to address the disadvantage or negative impact	
Officer responsible for progressing the action	
Date action to be completed by	

<b>Equality Group</b>	<b>Sexual orientation</b>
Details of possible disadvantage or negative impact	
Action to be taken to address the disadvantage or negative impact	
Officer responsible for progressing the action	
Date action to be completed by	

<b>Other factors that may lead to inequality</b>	
Details of possible disadvantage or	Those who do not read English may not be able to understand the consultation documentation and signs and lines provided as



negative impact	part of the project.
Action to be taken to address the disadvantage or negative impact	All consultation documentation to be produced in accordance with council consultation policy, to include information in foreign languages on receiving the documents translated into these languages. The signs and lines implemented will be based on national signs and line design standards and as such should be easily understood by all road users.
Officer responsible for progressing the action	Ben Bishop
Date action to be completed by	During scheme design and consultation phases



## Appendix E – Consultation Pack East Phase Consultation Leaflet - Front Page

Our ref: 040-016

February 2014

 <p>CAMBRIDGE CITY COUNCIL</p>	<h1>Public Consultation</h1> <p>Cambridge City-Wide 20mph Speed Limit – East Phase</p>	
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Following requests from local residents, the council is proposing to reduce the speed limit on shopping and residential roads. A 20mph limit would provide the following benefits:

- Easier conditions for pedestrians to cross the road, particularly for children or the elderly
- A reduced amount of road noise generated by traffic in residential areas
- Improved traffic flow, as it flows more smoothly through junctions at lower speeds
- Reduced levels of airborne pollution
- Road conditions that encourage and allow for more people to use sustainable transport, such as walking and cycling, which has associated health and wellbeing benefits
- Reduced severity of injuries sustained as a result of road accidents: according to the road safety charity ROSPA, studies have found that a pedestrian struck at 20mph has a 97% chance of survival; at 30mph the chances of survival fall to 80%.

This leaflet outlines Cambridge City Council's proposals for a City-Wide 20mph limit on residential and shopping streets. Please read through the information in this leaflet and respond to the consultation either by post, using the enclosed questionnaire (**postage is free**) or on-line via an online questionnaire available at: [cambridge.gov.uk/20mph-speed-limit](http://cambridge.gov.uk/20mph-speed-limit). A letter and questionnaire is being sent to all addresses within the East Phase area. The Closing date for responses is: **12/03/14**

Due to its size, the 20mph project has been divided into four phases. The second phase covers the east area of Cambridge. Further consultations are planned to take place across other areas of the city.

The proposals do not include any new speed humps, only new signs and road markings, installed in line with national regulations to make road users aware of the 20mph limit. The project does not propose to include the A and B classified roads as these are not currently suited to 20mph. Please see the plan overleaf for more information on the roads proposed to be changed from 30mph to a 20mph limit.

Signs and 20mph 'roundel' road markings would be installed on entry into the limit. Repeater signs and markings would be placed within the limit to remind road users of the 20mph limit. Where new signs are installed, these would be placed on existing lamp posts or signposts wherever possible. Please see the back page of this leaflet for examples of how the proposed 20mph limit signs and road markings could look.

### **Additional information including background data is available:**

Please go to: [cambridge.gov.uk/20mph-speed-limit](http://cambridge.gov.uk/20mph-speed-limit). There will be a public exhibition with information boards and large format copies of the plans installed at Ross Street Community Centre (Ross Street, Cambridge, CB1 3UZ) from **03/02/14** to **12/03/14**. Public drop-in sessions with officers on hand to answer questions will take place at Ross Street Community Centre on **15/02/14** from 10am to 4pm and on **19/02/14** from 4pm to 8pm. Information is also available at other local community centres, libraries, schools and the City Council Customer Service Centre at Mandela House (4 Regent Street, Cambridge, CB2 1BY).

**No decision has been made, your views are important to the Council**

## Consultation Leaflet - Back Page



Example of how entry into the proposed 20mph on a main road could look: a 20mph 'roundel' road marking with coloured road surface and two 20mph Zone entry signs.



Example of how entry into the proposed limit on a smaller road could look: a 20mph 'roundel' road marking and 20mph limit signs.



If the proposed 20mph limit is introduced, 20mph roundel road markings and repeater signs would be installed. Wherever possible the repeater signs would be mounted on existing lamp posts or signposts. Similar signs are already in place in the city centre, such as on Silver Street Bridge.



As well as the signs and road markings, it is proposed to install some moveable light-up signs. These signs would detect the speed of approaching vehicles and if required, light up, to remind drivers of the new speed limit.

**The following are being consulted:** All properties within the area shown on the plan, Local and Statutory Groups including the Emergency Services, Public Transport Providers, disability groups and Ward Councillors.

**Consultation results will be available to view on the project webpage within one month of the closing date:** [cambridge.gov.uk/20mph-speed-limit](http://cambridge.gov.uk/20mph-speed-limit)

The outcome of this consultation will be presented to the East Area Committee on 10/04/14 and taken to the Environment Scrutiny Committee for a decision **in June 2014**. The project will then be subject to Cambridgeshire County Council Cabinet









For further information please go to: [cambridge.gov.uk/20mph-speed-limit](http://cambridge.gov.uk/20mph-speed-limit),  
Email: [20mph@cambridge.gov.uk](mailto:20mph@cambridge.gov.uk) or Call: 01223 458508

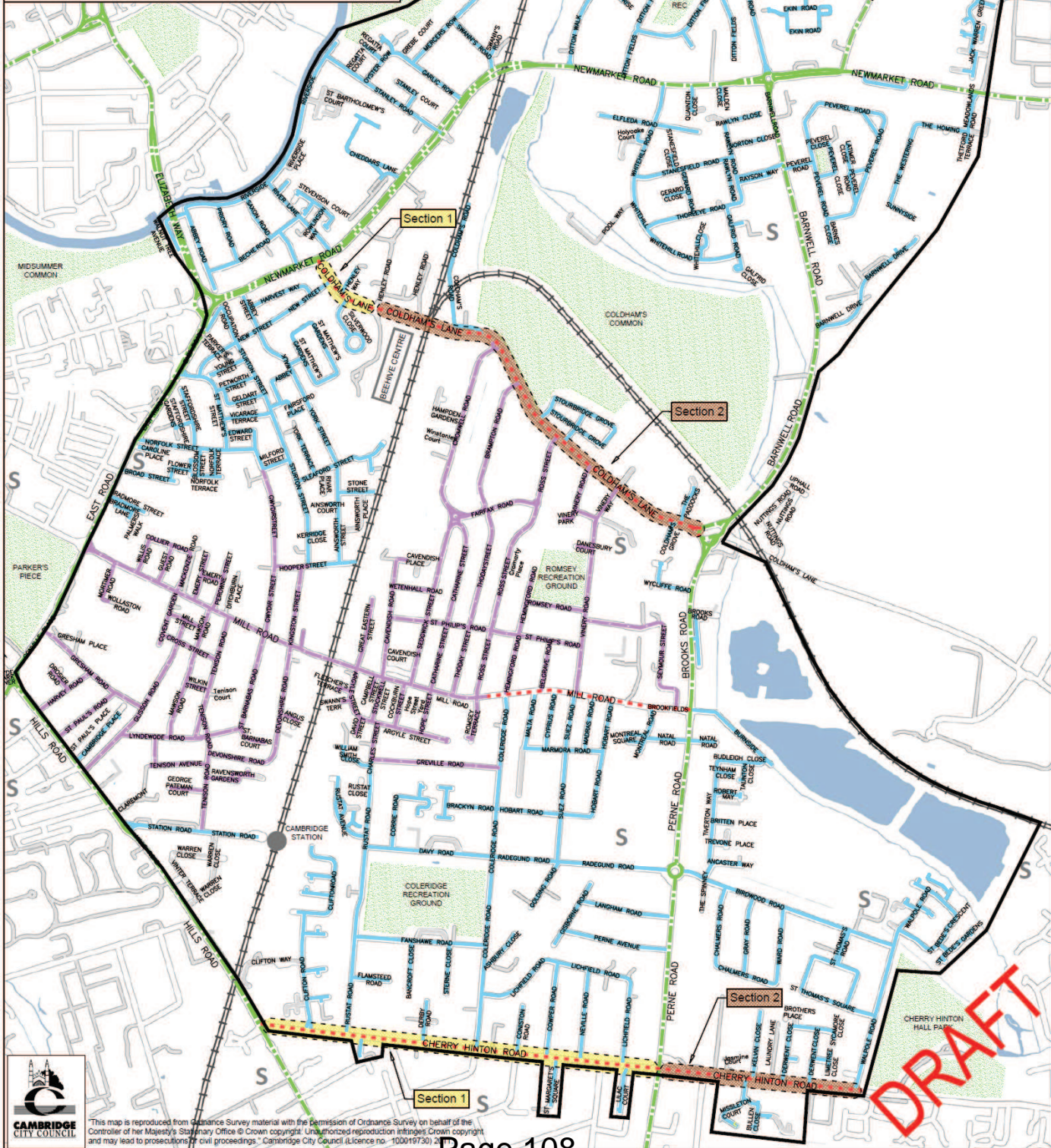
**If you require this leaflet in larger print please call 01223 458508**



Consultation Leaflet – Centre Pages, Consultation Plan

Please see the back page of your questionnaire for an alphabetical list of roads affected by this consultation

- KEY**
-  Boundary of East Phase of the City-Wide 20mph Project
  -  Residential and shopping roads proposed to be changed from 30mph a 20mph limit subject to the outcome of consultation
  -  More main residential and shopping roads proposed to be changed from 30mph to 20mph subject to the outcome of consultation
  -  Roads with existing 20mph. The existing 20mph signs for these areas would be evaluated as part of the project
  -  A and B Classified Roads which do not have a change to speed limit proposed on them due to existing conditions which do not make them currently suitable for a 20mph limit
  -  Private roads not included within the project
  -  Existing Green Space
  -  Existing School or College



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Questionnaire – Front

Our ref: 040-016

00AA0

February 2014

	<h2 style="margin: 0;">Consultation Questionnaire</h2> <p style="margin: 0;">Proposed Cambridge City-Wide 20mph Speed Limit – East Phase</p>
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ADDRESS

CAMBRIDGE CITY COUNCIL  
 Environment and Planning  
 Policy and Projects Division  
 FREEPOST ANG 6390  
 Guildhall  
 Cambridge  
 CB2 3YA

Dear Sir/Madam,

Please read the enclosed information and respond either by filling in an on-line questionnaire at: [cambridge.gov.uk/20MPH](http://cambridge.gov.uk/20MPH) (quoting the code at top of this page) or by filling in this form and posting it to the **Freepost** address in the dashed box above.

Please respond, no decision has been made and your opinion is essential to the council's decision-making process. **The closing date for responses is: 12/03/14**

Question 1		
Do you agree in principle with 20mph speed limits on residential and shopping roads in Cambridge?		
YES <input type="checkbox"/>	NO <input type="checkbox"/>	NO OPINION <input type="checkbox"/>
Question 2		
Do you agree with installing the proposed 20mph limit on the roads coloured in with solid blue lines on the consultation plan? (if 'No' please provide details in the comments section below)		
YES <input type="checkbox"/>	NO <input type="checkbox"/>	NO OPINION <input type="checkbox"/>
Question 3		
Do you agree with installing the proposed 20mph limit on the more main roads that are coloured in with red dashed lines on the consultation plan?		
	<b>YES</b>	<b>NO</b>
Coldham's Lane (Section 1)	<input type="checkbox"/>	<input type="checkbox"/>
Coldham's Lane (Section 2)	<input type="checkbox"/>	<input type="checkbox"/>
Mill Road	<input type="checkbox"/>	<input type="checkbox"/>
Cherry Hinton Road (Section 1)	<input type="checkbox"/>	<input type="checkbox"/>
Cherry Hinton Road (Section 2)	<input type="checkbox"/>	<input type="checkbox"/>
If you wish, please provide any further comments on the proposals (Continue on a separate page if you wish)		

**Thank you for taking the time to provide the council with your views**

Your response is protected by the Data Protection Act and will only be used by Cambridge City Council. Multiple responses from businesses or residences will be accepted

## Questionnaire - Back

### An alphabetical list of all the shopping and residential roads affected by Question 2

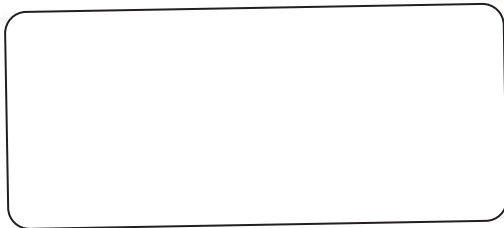
Abbey Road	Clifton Road	Geldart Street	Marmora Road	River Lane	Swann's Road
Abbey Street	Coggleshall Cl	Gerard Close	Meadowlands Rd	Riverside	Sycamore Close
Abbey Walk	Coldham's Grv	Gerard Road	Mercers Row	Robert Way	Taunton Close
Ainsworth Crt	Coldham's Rd	Gisborne Road	Milford Street	Rowlinson Way	Teynham Close
Ainsworth St	Coleridge Rd	Godesdone Rd	Missleton Court	Rustat Avenue	The Homing
Ancaster Way	Coniston Road	Golding Road	Montreal Road	Rustat Road	The Paddocks
Ann's Road	Corrie Road	Gray Road	Montreal Square	Saxon Road	The Rodings
Ashbury Close	Cowper Road	Harvest Way	Natal Road	Silverwood Close	The Westering
Bancroft Close	Cyprus Road	Headford Cl	Neville Road	Sleaford Street	Thetford Terrace
Barnes Close	Davy Road	Helen Close	New Street	St Bede's Crsnt	Thorleye Road
Barnwell Drive	Dennis Road	Henley Way	Newmarket Rd (Stn service Rd)	St Bede's Gdns	Thorpe Way
Beche Road	Derby Road	Hobart Road	Norfolk Street	St Margaret's Sq	Tiptree Close
Bergholt Close	Derwent Close	Holyoake Crt	Norfolk Terrace	St Matthew's Gdns	Tiverton Way
Birdwood Rd	Ditton Fields	Hooper Street	Norton Close	St Matthew's St	Trevone Place
Blossom St	Ditton Walk	Howard Close	Occupation Rd	St Thomas's Rd	Vicarage Terrace
Brackyn Road	Dudley Road	Howard Road	Oyster Row	St Thomas's Sq	Wadloes Road
Bradmore Ln	Dunsmore Cl	Huntley Close	Palmers Walk	Staffordshire Gdns	Walnut Tree Ave
Bradmore St	Edward Street	Jack Warren Grn	Perne Avenue	Staffordshire St	Walpole Road
Brentwood Cl	Egerton Close	Kelvin Close	Petworth Street	Stanesfield Close	Ward Road
Britten Place	Egerton Road	Kerridge Close	Peverel Close	Stanesfield Road	Whitehill Close
Broad Street	Ekin Road	Keynes Road	Peverel Road	Stanley Court	Whitehill Road
Brooks Rd (Etn service Rd)	Elfedra Road	Langham Rd	Priory Road	Stanley Road	William Smith Cl
Budleigh Close	Fairsford Place	Latimer Close	Quainton Close	Station Road	Wycliffe Road
Bullen Close	Fanshawe Rd	Leonard Close	Rachel Close	Sterne Close	York Street
Burnside	Ferndale Rise	Lichfield Road	Radegund Road	Stevenson Court	York Terrace
Cambridge Pl	Fison Road	Lilac Court	Rathmore Road	Stone Street	Young Street
Caroline Place	Flamsteed Rd	Limetree Close	Rawlyn Close	Stourbridge Grv	
Chalmers Rd	Flower Street	Madras Road	Rawlyn Road	Sturton Street	
Cheddars Ln	Galfrid Road	Malden Close	Rayson Way	Suez Road	
Chigwell Court	Garlic Row	Malta Road	Regatta Court	Sunnyside	

### An alphabetical list of all roads within the Phase 2 area that already have 20mph limits but would have any existing 20mph signs and lines evaluated as part of the current project

Angus Close	Cromwell Rd	George Pateman Ct	Hope Street	Romsey Road	Swann's Ter
Argyle Street	Cross Street	Glisson Road	Kingston Street	Romsey Terrace	Tenison Ave
Belgrave Road	Danesbury Ct	Great Eastern St	Lyndewode Rd	Ross Street	Tenison Rd
Brampton Rd	David Street	Gresham Road	Mackenzie Rd	Sedgwick Street	Thoday St
Campbell St	Devonshire Rd	Greville Road	Mawson Road	Seymour Street	Vinery Park
Catharine St	Drosier Road	Guest Road	Mill Road	St Barnabas Court	Vinery Road
Cavendish Rd	Emery Road	Gwydir Street	Mill Street	St Barnabas Road	Vinery Way
Charles St	Emery Street	Harvey Road	Mortimer Road	St Paul's Road	Wetenhall Rd
Cockburn St	Fairfax Road	Hemingford Road	Perowne Street	St Philip's Road	Wilkin Street
Collier Road	Fletcher's Ter	Hooper Street	Ravensworth Gdns	Stockwell Street	Willis Road
Covent Gdn					

**Envelope**

If undelivered please return to:  
Project Delivery Team  
Cambridge City Council  
Floor 2  
The Guildhall  
Cambridge  
CB2 3QJ



**Important - 20mph speed limit consultation affecting your area  
Please Read**



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## **APPENDIX 1 – DEVELOPMENT PLAN POLICY, PLANNING GUIDANCE AND MATERIAL CONSIDERATIONS**

### **1.0 Central Government Advice**

**1.1 National Planning Policy Framework (March 2012)** – sets out the Government’s economic, environmental and social planning policies for England. These policies articulate the Government’s vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.

**1.2 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.

**1.3 Community Infrastructure Levy Regulations 2010** – places a statutory requirement on the local authority that where planning permission is dependent upon a planning obligation the obligation must pass the following tests:

(a) necessary to make the development acceptable in planning terms;

(b) directly related to the development; and

(c) fairly and reasonably related in scale and kind to the development.

### **2.0 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

### **3.0 Cambridge Local Plan 2006**

3/1 Sustainable development

3/3 Setting of the City

3/4 Responding to context

3/6 Ensuring coordinated development

3/7 Creating successful places

3/9 Watercourses and other bodies of water

3/10 Subdivision of existing plots

3/11 The design of external spaces

3/12 The design of new buildings

3/13 Tall buildings and the skyline

3/14 Extending buildings

3/15 Shopfronts and signage

- 4/1 Green Belt
- 4/2 Protection of open space
- 4/3 Safeguarding features of amenity or nature conservation value
- 4/4 Trees
- 4/6 Protection of sites of local nature conservation importance
- 4/8 Local Biodiversity Action Plans
- 4/9 Scheduled Ancient Monuments/Archaeological Areas
- 4/10 Listed Buildings
- 4/11 Conservation Areas
- 4/12 Buildings of Local Interest
- 4/13 Pollution and amenity
- 4/14 Air Quality Management Areas
- 4/15 Lighting

- 5/1 Housing provision
- 5/2 Conversion of large properties
- 5/3 Housing lost to other uses
- 5/4 Loss of housing
- 5/5 Meeting housing needs
- 5/7 Supported housing/Housing in multiple occupation
- 5/8 Travellers
- 5/9 Housing for people with disabilities
- 5/10 Dwelling mix
- 5/11 Protection of community facilities
- 5/12 New community facilities
- 5/15 Addenbrookes

- 6/1 Protection of leisure facilities
- 6/2 New leisure facilities
- 6/3 Tourist accommodation
- 6/4 Visitor attractions
- 6/6 Change of use in the City Centre
- 6/7 Shopping development and change of use in the District and Local Centres
- 6/8 Convenience shopping
- 6/9 Retail warehouses
- 6/10 Food and drink outlets.

- 7/1 Employment provision
- 7/2 Selective management of the Economy
- 7/3 Protection of Industrial and Storage Space
- 7/4 Promotion of cluster development
- 7/5 Faculty development in the Central Area, University of Cambridge
- 7/6 West Cambridge, South of Madingley Road
- 7/7 College and University of Cambridge Staff and Student Housing
- 7/8 Anglia Ruskin University East Road Campus
- 7/9 Student hostels for Anglia Ruskin University
- 7/10 Speculative Student Hostel Accommodation
- 7/11 Language Schools

8/1 Spatial location of development  
8/2 Transport impact  
8/4 Walking and Cycling accessibility  
8/6 Cycle parking  
8/8 Land for Public Transport  
8/9 Commercial vehicles and servicing  
8/10 Off-street car parking  
8/11 New roads  
8/12 Cambridge Airport  
8/13 Cambridge Airport Safety Zone  
8/14 Telecommunications development  
8/15 Mullard Radio Astronomy Observatory, Lords Bridge  
8/16 Renewable energy in major new developments  
8/17 Renewable energy  
8/18 Water, sewerage and drainage infrastructure

9/1 Further policy guidance for the Development of Areas of Major Change  
9/2 Phasing of Areas of Major Change  
9/3 Development in Urban Extensions  
9/5 Southern Fringe  
9/6 Northern Fringe  
9/7 Land between Madingley Road and Huntingdon Road  
9/8 Land between Huntingdon Road and Histon Road  
9/9 Station Area

10/1 Infrastructure improvements

#### Planning Obligation Related Policies

3/7 Creating successful places  
3/8 Open space and recreation provision through new development  
3/12 The Design of New Buildings (*waste and recycling*)  
4/2 Protection of open space  
5/13 Community facilities in Areas of Major Change  
5/14 Provision of community facilities through new development  
6/2 New leisure facilities  
8/3 Mitigating measures (*transport*)  
8/5 Pedestrian and cycle network  
8/7 Public transport accessibility  
9/2 Phasing of Areas of Major Change  
9/3 Development in Urban Extensions  
9/5 Southern Fringe  
9/6 Northern Fringe  
9/8 Land between Huntingdon Road and Histon Road  
9/9 Station Area  
10/1 Infrastructure improvements (*transport, public open space, recreational and community facilities, waste recycling, public realm, public art, environmental aspects*)

#### 4.0 **Supplementary Planning Documents**

- 4.1 **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.
- 4.2 **Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012):** The Design Guide provides advice on the requirements for internal and external waste storage, collection and recycling in new residential and commercial developments. It provides advice on assessing planning applications and developer contributions.
- 4.3 **Cambridge City Council (January 2008) - Affordable Housing:** Gives advice on what is involved in providing affordable housing in Cambridge. Its objectives are to facilitate the delivery of affordable housing to meet housing needs and to assist the creation and maintenance of sustainable, inclusive and mixed communities.
- 4.4 **Cambridge City Council (March 2010) – Planning Obligation Strategy:** provides a framework for securing the provision of new and/or improvements to existing infrastructure generated by the demands of new development. It also seeks to mitigate the adverse impacts of development and addresses the needs identified to accommodate the projected growth of Cambridge. The SPD addresses issues including transport, open space and recreation, education and life-long learning, community facilities, waste and other potential development-specific requirements.
- 4.5 **Cambridge City Council (January 2010) - Public Art:** This SPD aims to guide the City Council in creating and providing public art in Cambridge by setting out clear objectives on public art, a clarification of policies, and the means of implementation. It covers public art delivered through the planning process, principally Section 106 Agreements (S106), the commissioning of public art using the S106 Public Art Initiative, and outlines public art policy guidance.

- 4.6 **Old Press/Mill Lane Supplementary Planning Document (January 2010)** Guidance on the redevelopment of the Old Press/Mill Lane site.

**Eastern Gate Supplementary Planning Document (October 2011)**

Guidance on the redevelopment of the Eastern Gate site. The purpose of this development framework (SPD) is threefold:

- To articulate a clear vision about the future of the Eastern Gate area;
- To establish a development framework to co-ordinate redevelopment within
- the area and guide decisions (by the Council and others); and
- To identify a series of key projects, to attract and guide investment (by the Council and others) within the area.

5.0 **Material Considerations**

**Central Government Guidance**

- 5.1 **Letter from Secretary of State for Communities and Local Government (27 May 2010)**

The coalition government is committed to rapidly abolish Regional Strategies and return decision making powers on housing and planning to local councils. Decisions on housing supply (including the provision of travellers sites) will rest with Local Planning Authorities without the framework of regional numbers and plans.

- 5.2 **Written Ministerial Statement: Planning for Growth (23 March 2011)**

Includes the following statement:

When deciding whether to grant planning permission, local planning authorities should support enterprise and facilitate housing, economic and other forms of sustainable development. Where relevant and consistent with their statutory obligations they should therefore:

(i) consider fully the importance of national planning policies aimed at fostering economic growth and employment, given the need to ensure a return to robust growth after the recent recession;

(ii) take into account the need to maintain a flexible and responsive supply of land for key sectors, including housing;

(iii) consider the range of likely economic, environmental and social benefits of proposals; including long term or indirect benefits such as increased consumer choice, more viable communities and more robust local economies (which may, where relevant, include matters such as job creation and business productivity);

(iv) be sensitive to the fact that local economies are subject to change and so take a positive approach to development where new economic data suggest that prior assessments of needs are no longer up-to-date;

(v) ensure that they do not impose unnecessary burdens on development.

In determining planning applications, local planning authorities are obliged to have regard to all relevant considerations. They should ensure that they give appropriate weight to the need to support economic recovery, that applications that secure sustainable growth are treated favourably (consistent with policy in PPS4), and that they can give clear reasons for their decisions.

### 5.3 City Wide Guidance

**Arboricultural Strategy (2004)** - City-wide arboricultural strategy.

**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 Landscape and Character Assessment (2003)** – An analysis of the landscape and character of Cambridge.

**Cambridge City Nature Conservation Strategy (2006)** – Guidance on habitats should be conserved and enhanced, how this should be carried out and how this relates to Biodiversity Action Plans.

**Criteria for the Designation of Wildlife Sites (2005)** – Sets out the criteria for the designation of Wildlife Sites.

**Cambridge City Wildlife Sites Register (2005)** – Details of the City and County Wildlife Sites.

**Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)** - a tool for planning authorities to identify and evaluate the extent and nature of flood risk in their area and its implications for land use planning.

**Strategic Flood Risk Assessment (2005)** – Study assessing the risk of flooding in Cambridge.

**Cambridge and Milton Surface Water Management Plan (2011)** – A SWMP outlines the preferred long term strategy for the management of surface water. Alongside the SFRA they are the starting point for local flood risk management.

### **Cambridge City Council (2011) - Open Space and Recreation**

**Strategy:** Gives guidance on the provision of open space and recreation facilities through development. It sets out to ensure that open space in Cambridge meets the needs of all who live, work, study in or visit the city and provides a satisfactory environment for nature and enhances the local townscape, complementing the built environment.

The strategy:

- sets out the protection of existing open spaces;
- promotes the improvement of and creation of new facilities on existing open spaces;
- sets out the standards for open space and sports provision in and through new development;
- supports the implementation of Section 106 monies and future Community Infrastructure Levy monies

As this strategy suggests new standards, the Cambridge Local Plan 2006 standards will stand as the adopted standards for the time-being. However, the strategy's new standards will form part of the evidence base for the review of the Local Plan

### **Balanced and Mixed Communities – A Good Practice Guide (2006)**

– Produced by Cambridgeshire Horizons to assist the implementation of the Areas of Major Change.

### **Green Infrastructure Strategy for the Cambridgeshire Sub-Region (2006)**

- Produced by Cambridgeshire Horizons to assist the implementation of the Areas of Major Change and as a material consideration in the determination of planning applications and appeals.

### **A Major Sports Facilities Strategy for the Cambridge Sub-Region (2006)**

- Produced by Cambridgeshire Horizons to assist the implementation of the Areas of Major Change.

### **Cambridge Sub-Region Culture and Arts Strategy (2006)**

- Produced by Cambridgeshire Horizons to assist the implementation of the Areas of Major Change.

### **Cambridgeshire Quality Charter for Growth (2008)**

– Sets out the core principles of the level of quality to be expected in new developments in the Cambridge Sub-Region

**Cambridge City Council - Guidance for the application of Policy 3/13 (Tall Buildings and the Skyline) of the Cambridge Local Plan (2006) (2012)** - sets out in more detail how existing council policy can

be applied to proposals for tall buildings or those of significant massing in the city.

**Cambridge Walking and Cycling Strategy (2002)** – A walking and cycling strategy for Cambridge.

**Protection and Funding of Routes for the Future Expansion of the City Cycle Network (2004)** – Guidance on how development can help achieve the implementation of the cycle network.

**Cambridgeshire Design Guide For Streets and Public Realm (2007)**: The purpose of the Design Guide is to set out the key principles and aspirations that should underpin the detailed discussions about the design of streets and public spaces that will be taking place on a site-by-site basis.

**Cycle Parking Guide for New Residential Developments (2010)** – Gives guidance on the nature and layout of cycle parking, and other security measures, to be provided as a consequence of new residential development.

**Air Quality in Cambridge – Developers Guide (2008)** - Provides information on the way in which air quality and air pollution issues will be dealt with through the development control system in Cambridge City. It compliments the Sustainable Design and Construction Supplementary Planning Document.

**The Cambridge Shopfront Design Guide (1997)** – Guidance on new shopfronts.

**Roof Extensions Design Guide (2003)** – Guidance on roof extensions.

**Modelling the Costs of Affordable Housing (2006)** – Toolkit to enable negotiations on affordable housing provision through planning proposals.

## 5.6 Area Guidelines

**Cambridge City Council (2003)–Northern Corridor Area Transport Plan:**

**Cambridge City Council (2002)–Southern Corridor Area Transport Plan:**

**Cambridge City Council (2002)–Eastern Corridor Area Transport Plan:**

**Cambridge City Council (2003)–Western Corridor Area Transport Plan:**

The purpose of the Plan is to identify new transport infrastructure and service provision that is needed to facilitate large-scale development and to identify a fair and robust means of calculating how individual



development sites in the area should contribute towards a fulfilment of that transport infrastructure.

**Buildings of Local Interest (2005)** – A schedule of buildings of local interest and associated guidance.

**Brooklands Avenue Conservation Area Appraisal (2002)**  
**Cambridge Historic Core Conservation Area Appraisal (2006)**  
**Storeys Way Conservation Area Appraisal (2008)**  
**Chesterton and Ferry Lane Conservation Area Appraisal (2009)**  
**Conduit Head Road Conservation Area Appraisal (2009)**  
**De Freville Conservation Area Appraisal (2009)**  
**Kite Area Conservation Area Appraisal (1996)**  
**Newnham Croft Conservation Area Appraisal (1999)**  
**Southacre Conservation Area Appraisal (2000)**  
**Trumpington Conservation Area Appraisal (2010)**  
**Mill Road Area Conservation Area Appraisal (2011)**  
**West Cambridge Conservation Area Appraisal (2011)**

Guidance relating to development and the Conservation Area including a review of the boundaries.

**Jesus Green Conservation Plan (1998)**  
**Parkers Piece Conservation Plan (2001)**  
**Sheeps Green/Coe Fen Conservation Plan (2001)**  
**Christs Pieces/New Square Conservation Plan (2001)**

Historic open space guidance.

**Hills Road Suburbs and Approaches Study (March 2012)**  
**Long Road Suburbs and Approaches Study (March 2012)**  
**Barton Road Suburbs and Approaches Study (March 2009)**  
**Huntingdon Road Suburbs and Approaches Study (March 2009)**  
**Madingley Road Suburbs and Approaches Study (March 2009)**  
**Newmarket Road Suburbs and Approaches Study (October 2011)**

Provide assessments of local distinctiveness which can be used as a basis when considering planning proposals

**Station Area Development Framework (2004)** – Sets out a vision and Planning Framework for the development of a high density mixed use area including new transport interchange and includes the **Station Area Conservation Appraisal**.

**Southern Fringe Area Development Framework (2006)** – Guidance which will help to direct the future planning of development in the Southern Fringe.

**West Cambridge Masterplan Design Guidelines and Legal Agreement (1999)** – Sets out how the West Cambridge site should be developed.

**Mitcham's Corner Area Strategic Planning and Development Brief (2003)** – Guidance on the development and improvement of Mitcham's Corner.

**Mill Road Development Brief (Robert Sayle Warehouse and Co-Op site) (2007)** – Development Brief for Proposals Site 7.12 in the Cambridge Local Plan (2006)

<b>Application Number</b>	13/1381/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	30th September 2013	<b>Officer</b>	Mr Sav Patel
<b>Target Date</b>	25th November 2013		
<b>Ward</b>	Petersfield		
<b>Site</b>	27 Hills Road Cambridge CB2 1NW		
<b>Proposal</b>	To convert the upper floors of the premises in to 3No independent habitable flats.		
<b>Applicant</b>	Mr M Grewal Academy House London Road Camberley Surrey GU15 3HL UK		

<b>SUMMARY</b>	<p>The development accords with the Development Plan for the following reasons:</p> <p>The proposal would make effective and efficient use of vacant space within a building for residential use.</p> <p>The building is located within a highly sustainable location in terms of shops and service and good cycle and pedestrian links to the city centre and railway station.</p> <p>The proposal would make a positive contribution to the character of the Conservation Area.</p>
<b>RECOMMENDATION</b>	<b>APPROVAL</b>

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

1.1 No.27 Hills Road is a three storey property with a pizza takeaway (A5 use) use on the ground floor. The upper levels are set back from the frontage of the ground floor unit by 4 metres creating a flat roofed area which is enclosed by a rail. To the rear is a two storey extension and the service yard for the commercial use.

- 1.2 The first and second floor appears to be vacant as the windows are boarded up.
- 1.3 The site is located within an area of commercial uses on the ground and upper floors. There are also some residential units above the ground floor commercial units.
- 1.4 Access to the first and second floor is a via a door in the side elevation of the building off Cambridge Place which is a single lane passage off Hills Road.

## **2.0 THE PROPOSAL**

- 2.1 The proposal is to convert and bring back into use the first floor and second floor to provide three x 1bed residential units including bin and bike storage. The proposal also includes the provision of new openings in the side elevations and rear elevation.
- 2.2 The application is accompanied by the following supporting information:
  - 1. Planning Statement
  - 2. Plans
- 2.3 The application is brought before Committee due to objections received from the neighbouring consultation process.

## **3.0 SITE HISTORY**

<b>Reference</b>	<b>Description</b>	<b>Outcome</b>
10/0037/FUL	Conversion of the two upper floors to three self contained domestic flats (works to include insertion of windows in both side elevations and the rear elevation).	REFUSED

## **4.0 PUBLICITY**

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

## 5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2006	Local	3/1 3/4 3/7 4/11 4/13 5/1 5/2

5.3 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	National Planning Policy Framework March 2012  Circular 11/95  Community Infrastructure Levy Regulations 2010
Supplementary Planning Documents	Sustainable Design and Construction
Material Considerations	<u>Central Government:</u>  Letter from Secretary of State for Communities and Local Government (27 May 2010)  Written Ministerial Statement: Planning for Growth (23 March 2011)  National Planning Practice Consultation

## 5.4 Status of Proposed Submission – Cambridge Local Plan

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

For the application considered in this report, the following policies in the emerging Local Plan are of relevance:

Policy 1: The presumption in favour of sustainable development  
Policy 53: Flat conversions  
Policy 55: Responding to context  
Policy 58: Altering and extending existing buildings

## 6.0 CONSULTATIONS

### **Cambridgeshire County Council (Highways Development Management)**

- 6.1 No objections have been raised. The residents of the site will not qualify for Residents' Permits (other than visitor permits) within the existing Residents' Parking Schemes operating on surrounding streets

### **Urban Design and Conservation Team**

- 6.2 Supports the application subject to conditions relating to new joinery details.

### **Environmental Services Team**

- 6.3 No objections following additional information regarding noise and odour but have requested a condition regarding to noise insulation.

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 owner/occupier of the following address has made representations:

15 Cambridge Place

7.2 The representations can be summarised as follows:

- Danger to public and occupants due to access into the flats
- Disruption to local residents and business during construction
- Rubbish collection

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 is to convert the upper levels to provide three x 1bed flats. The site is considered to be in a highly sustainable location in terms of shops, services and access to public transport links.

- 8.3 The proposed residential use of the first and second floor of the building is considered to be acceptable in this location and context. Windfall housing sites such as this are permitted subject to the existing land use and compatibility with adjoining uses.
- 8.4 In my opinion, the principle of the development is acceptable and in accordance with policy 5/1.

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

- 8.5 The proposed conversion does not include any significant alterations to the existing building other than the installation of new openings in the side elevations and rear elevation and removal of the existing hand rail over the flat roof of the ground floor commercial unit. Therefore there would be no material change to the design of the existing building.
- 8.6 The proposal would preserve and enhance the setting of the Conservation Area by bring into use the first and second floors of the building.
- 8.7 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12.

### **Residential Amenity**

#### Impact on amenity of neighbouring occupiers

- 8.8 The proposed use of the first and second floors of the building will not have any significantly adverse impact on residential amenity in terms of overlooking of the private amenity space of residential properties. This is mainly due to the rear of the building overlooking an area of commercial storage, cycle parking and access. The private amenity areas of the dwellings in Cambridge Place and Glisson Road would not be directly overlooked.
- 8.9 There are also no implications on the outlook, sunlight or daylight of neighbours as no extension is proposed. I do not consider that the additional activity from three small flats in this busy location would give rise to any adverse impact on neighbours in terms of noise or disturbance.



- 8.10 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 Cambridge Local Plan (2006) policies 3/4 and 3/7.

#### Amenity for future occupiers of the site

- 8.11 The proposed would create three flats without any external amenity space. Two flats (first and second floor) would overlook Hills Road and the ground floor over the rear yard.
- 8.12 The Environmental Services Team (EST) initially raised concerns with noise and odour impact on future occupiers from the ground floor pizza takeaway use. The applicant submitted noise and odour assessments, which has addressed the concerns raised.
- 8.13 In terms of the noise concerns raised, the applicant has proposed to install double glazed windows and fixed shut and mechanically ventilated, and install a partition between the living room and kitchen in the second floor flat.
- 8.14 The EST are now satisfied the applicant has addressed the noise and odour concerns provided the recommendation in the assessments are implemented. However, a noise insulation condition has been recommend, which I have included.
- 8.15 It is my view that the benefits of bringing the vacant floors into residential use outweigh the relatively low level of residential amenity for future occupiers.
- 8.16 In my opinion the proposal provides a high-quality living environment and an appropriate standard of residential amenity for future occupiers, and I consider that in this respect it is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

#### **Refuse Arrangements**

- 8.17 The applicant has provided an internal area to the rear of the building for bin and bike storage provision. However, I do not consider this arrangement to be acceptable as it would not comply with the Cycle Parking Guide and Waste Management Design Guide. I have therefore recommended a bin storage

condition so details can be submitted for consideration prior to occupation. If no suitable provision can be found other than that proposed then notwithstanding the views of the EST, I am of the view that this should not frustrate bringing the upper floors back into use.

- 8.18 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12 and

### **Highway Safety**

- 8.19 No concerns have been raised by County Highway with regards to highway safety.
- 8.20 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

### **Car and Cycle Parking**

#### **Car Parking**

- 8.21 No car parking is proposed. I believe that this location is suitable location for car-free development. There are good public transport links on Hills Road as well as suitable cycling and pedestrian routes into the city centre and railway station.
- 8.22 The County Highways Officer has advised that the occupiers of the new units will not qualify for residents parking permits within the existing on-street parking scheme in the surrounding streets.

#### **Cycle Parking**

- 8.23 The proposal would require three cycle parking spaces to be provided. However, no specific details have been provided which comply with the Cycle Parking Guide. However, it appears due to the configuration of the building and available land, suitable cycle storage provision is unlikely to be achieved. Although this situation is in conflict with policy 8/6 of the 2006 Local Plan, it is my view that it should be accepted in the interest of bringing the building back into full use.

- 8.24 Although the proposal is not compliant with Cambridge Local Plan (2006) policies 8/6 in relation of provision of cycle parking, I do not consider that this should be a reason for refusal.

### **Third Party Representations**

- 8.25 Concerns have been raised by a local residents regarding danger to public and occupiers due to access, noise disturbance during building works and rubbish collection.

Danger to public and occupants due to unsafe pavement width:

- 8.26 The County Highway Officer has not raised any concerns with highway safety. I do not consider any members of the public or occupants would be at adverse risk or create a conflict with other road users. There is a pavement which in front of the access which would enable the public and occupiers to step out onto to avoid conflicting with traffic along Cambridge Place.

Disturbance during construction:

- 8.27 No major construction work is proposed. The proposal is to simply convert the existing space within the building and install new openings. Therefore, I am satisfied that this level of work is unlikely to create any adverse disturbance to local residents or business such that it would warrant refusing this application. Furthermore, any works to the building will be temporary. The EST have recommended hours of work to be restricted, which I have conditioned.

Rubbish collection:

- 8.28 Suitable bin storage provision has not been provided, as the opening to the proposed bin storage is not acceptable. I have recommended to the applicant a sliding or double door arrangement be made in the rear elevation of the building so that the bins can be accessed and stored away more conveniently. The applicant is happy with the approach but to date I have not received revised details and therefore have recommended a bin and cycle storage condition.

## Planning Obligations

8.29 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests then it is unlawful. The tests are that the planning obligation must be:

(a) necessary to make the development acceptable in planning terms;

(b) directly related to the development; and

(c) fairly and reasonably related in scale and kind to the development.

In bringing forward my recommendations in relation to the Planning Obligation for this development I have considered these requirements

The Planning Obligation Strategy (2010) provides a framework for expenditure of financial contributions collected through planning obligations. Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide provides advice on the requirements for internal and external waste storage, collection and recycling in new residential and commercial developments. The applicant has entered into a S106 agreement to pay planning obligations in accordance with the requirements of the Strategy and relevant Supplementary Planning Documents. The proposed development triggers the requirement for the following community infrastructure:

### Open Space

8.30 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 outdoor sports facilities, indoor sports facilities, informal open space and provision for children and teenagers. The total contribution sought has been calculated as follows.

8.31 The application proposes the creation of three one-bedroom flats. 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 provision for children and teenagers are not required from one-bedroom units. The totals required for the new buildings are calculated as follows:

<b>Outdoor sports facilities</b>					
Type of unit	Persons per unit	£ per person	£per unit	Number of such units	Total £
studio	1	238	238		
1 bed	1.5	238	357	3	1071
2-bed	2	238	476		
3-bed	3	238	714		
4-bed	4	238	952		
<b>Total</b>					<b>1071</b>

<b>Indoor sports facilities</b>					
Type of unit	Persons per unit	£ per person	£per unit	Number of such units	Total £
studio	1	269	269		
1 bed	1.5	269	403.50	3	1210.5
2-bed	2	269	538		
3-bed	3	269	807		
4-bed	4	269	1076		
<b>Total</b>					<b>1201.5</b>

<b>Informal open space</b>					
Type of unit	Persons per unit	£ per person	£per unit	Number of such units	Total £
studio	1	242	242		
1 bed	1.5	242	363	3	1089
2-bed	2	242	484		
3-bed	3	242	726		
4-bed	4	242	968		
<b>Total</b>					<b>1089</b>

<b>Provision for children and teenagers</b>					
Type of unit	Persons per unit	£ per person	£per unit	Number of such units	Total £
studio	1	0	0		0
1 bed	1.5	0	0		0
2-bed	2	316	632		
3-bed	3	316	948		
4-bed	4	316	1264		
<b>Total</b>					<b>0</b>

8.32 Subject to the completion of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy (2010) and the Cambridge City Council Open Space Standards Guidance for Interpretation and Implementation (2010), I am satisfied that the proposal accords with Cambridge Local Plan (2006) policies 3/8 and 10/1 and the Planning Obligation Strategy 2010 and the Cambridge City Council Open Space Standards Guidance for Interpretation and Implementation (2010)

#### Community Development

8.33 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to community development facilities, programmes and projects. This contribution is £1256 for each unit of one or two bedrooms and £1882 for each larger unit. The total contribution sought has been calculated as follows:

<b>Community facilities</b>			
Type of unit	£per unit	Number of such units	Total £
1 bed	1256	3	3768
2-bed	1256		
3-bed	1882		
4-bed	1882		
<b>Total</b>			<b>3768</b>

8.34 Subject to the completion of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy (2010), I am satisfied that the proposal accords with Cambridge

Local Plan (2006) policies 5/14 and 10/1 and the Planning Obligation Strategy 2010.

### Waste

- 8.35 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to the provision of household waste and recycling receptacles on a per dwelling basis. As the type of waste and recycling containers provided by the City Council for houses are different from those for flats, this contribution is £75 for each house and £150 for each flat. The total contribution sought has been calculated as follows:

<b>Waste and recycling containers</b>			
Type of unit	£per unit	Number of such units	Total £
House	75		
Flat	150	3	450
<b>Total</b>			<b>450</b>

- 8.36 Subject to the completion of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy (2010), I am satisfied that the proposal accords with Cambridge Local Plan (2006) policies 3/7, 3/12 and 10/1 and the Planning Obligation Strategy 2010.

### Monitoring

- 8.37 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to the costs of monitoring the implementation of planning obligations. The costs are calculated according to the heads of terms in the agreement. The contribution sought will be calculated as \_150 per financial head of term and \_300 per non-financial head of term. Contributions are therefore required on that basis.

### Planning Obligations Conclusion

- 8.38 It is my view that the planning obligation is necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the Planning Obligation passes the tests set by the Community Infrastructure Levy Regulations 2010.

8.39 The applicant has completed and signed up to making the relevant contributions as set out above prior to development.

## **9.0 CONCLUSION**

9.1 The proposed conversion of vacant space to create three 1bedroom residential units would involve relatively minor alterations to the existing building and provide a supply of low cost housing into the market. Whilst the proposal has shortcomings in terms of cycle parking provision, which conflicts with policy, this should be accepted because the benefits of bringing this vacant space into residential use and protecting the future of the building far outweighs the negative element. The proposed full reuse of the building would make a positive contribution to the character of the Conservation Area, if occupied.

## **10.0 RECOMMENDATION**

### **FOR RECOMMENDATIONS OF APPROVAL**

#### **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. The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.



3. No new, replacement or altered joinery shall be installed, nor existing historic joinery removed, until drawings at a scale of 1:20 of all such joinery (doors and surrounds, windows and frames, sills, skirtings, dado rails, staircases and balustrades, etc.) have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To avoid harm to the special interest of the listed building (Cambridge Local Plan 2006, policy 4/10)

4. All new joinery [window frames, etc.] shall be recessed at least 50 / 75mm back from the face of the wall / façade. The development shall be carried out in accordance with the specified recess.

Reason: To avoid harm to the Conservation Area. (Cambridge Local Plan 2006, policy 4/11)

5. Except with the prior written agreement of the local planning authority 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. Prior to the commencement of development/construction, a noise insulation scheme detailing the acoustic noise insulation performance specification of the external building envelope of the residential units (having regard to the building fabric, glazing and ventilation) to reduce the level of noise experienced in the residential units as a result of the proximity of the habitable rooms to the high ambient noise levels in the area be submitted to and approved in writing by the local planning authority. The scheme shall achieve the internal noise levels recommended in British Standard 8233:1999 'Sound Insulation and noise reduction for buildings-Code of Practice'. The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall not be altered without prior approval.

Reason: To protect the amenity of future occupiers (Cambridge Local Plan 2006 policy 4/13)

7. Prior to the commencement of the use hereby permitted, the on-site storage facilities for residential waste, including waste for recycling and the arrangements for the disposal of waste detailed on the approved plans shall be provided. The approved arrangements 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 (in accordance with policies 4/13 and 6/10 of the Cambridge Local Plan (2006))

8. The development of the site shall be carried out in accordance with the recommendations of the Noise Assessment Report by Blue Tree Acoustics (1935.11/1) dated 7 November 2013.

Reason: To protect the amenity of future occupiers (Cambridge Local Plan 2006 policy 4/13)

9. To satisfy the noise insulation condition for the building envelope as required above, the Council expects the scheme to achieve the 'good' internal noise levels of British Standard 8233:1999 'Sound Insulation and noise reduction for buildings-Code of Practice'. Where sound insulation requirements preclude the opening of windows for rapid ventilation and summer cooling, acoustically treated mechanical ventilation may also need to be considered within the context of this internal design noise criteria.
10. The Housing Act 2004 introduces the HHSRS as a way to ensure that all residential premises provide a safe and healthy environment to any future occupiers or visitors.

Each of the dwellings must be built to ensure that there are no unacceptable hazards for example ensuring adequate fire precautions are installed; all habitable rooms have adequate lighting and floor area etc.

The applicant/agent is advised to contact the Residential Team at Mandela House, 4 Regent Street, Cambridge and Building Control concerning fire precautions, means of escape and the HHSRS.

**Unless prior agreement has been obtained from the Head of Planning, in consultation with 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 16 January 2014, or if Committee determine that the application be refused against officer recommendation of approval, it is recommended that the application be refused for the following reason(s):**

1. The proposed development does not make appropriate provision for public open space, community development facilities, waste facilities, waste management and monitoring in accordance with Cambridge Local Plan 2006 policies 3/7, 3/8, 3/12, 5/14, Cambridgeshire and Peterborough Structure Plan 2003 policies P6/1 and P9/8 and as detailed in the Planning Obligation Strategy 2010, Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document 2012.
2. In the event that the application is refused, and an Appeal is lodged against the decision to refuse this application, delegated authority is sought to allow officers to negotiate and complete the Planning Obligation required in connection with this development

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<b>Application Number</b>	13/1548/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	5th November 2013	<b>Officer</b>	Mr Sav Patel
<b>Target Date</b>	31st December 2013		
<b>Ward</b>	Coleridge		
<b>Site</b>	128 Perne Road Cambridge Cambridgeshire CB1 3RR		
<b>Proposal</b>	Change of use from a 8 bed Guest House to HMO for 7 occupiers.		
<b>Applicant</b>	Mrs Alice Hudson-Peacock Sondes House Station Road Patrixbourne Canterbury Kent CT4 5DD uk		

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

- 1.1 No.128 is a two storey semi-detached 1930s property set back from the highway with a front garden area and rear gravelled drive area. The property is currently vacant and was previously used as a guesthouse known as Ashtree Guesthouse.
- 1.2 Whilst the property has a Perne Road address, access to it by car is via Birdwood Road.
- 1.3 The property forms part of a pair of properties, which face the adjacent roundabout.
- 1.4 The property lies within Flood Zone 2. To the west of the site beyond Perne Road is a parade of commercial units. To the north-west is John Conder court, which is a residential block of flats.

## **2.0 THE PROPOSAL**

- 2.1 The proposal is to convert the property from an eight bed guesthouse (C1 use) into a seven bed/occupier house in multiple occupation (HMO). Although there are eight rooms within the property, room no.7 and no.2 on the first floor would be used for one resident. Room no.7 would be used as the bedroom and room 2 as the study room for room 7. The

property would still provide a communal lounge, kitchen, dining and utility to serve future occupiers.

2.2 The proposal does not include any external alterations to the property.

### 3.0 SITE HISTORY

Reference	Description	Outcome
13/0668/FUL	Proposed change of use from an 8 bed guest house to a 7 bed HMO	WITHDRAWN

### 4.0 PUBLICITY

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

### 5.0 POLICY

#### 5.1 Central Government Advice

**National Planning Policy Framework (March 2012)** – sets out the Government’s economic, environmental and social planning policies for England. These policies articulate the Government’s vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.

**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.

**Community Infrastructure Levy Regulations 2010** – places a statutory requirement on the local authority that where planning permission is dependent upon a planning obligation the obligation must pass the following tests:

(a) necessary to make the development acceptable in planning terms;

(b) directly related to the development; and



(c) fairly and reasonably related in scale and kind to the development.

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

Planning Obligation Related Policies

P6/1 Development-related Provision

## 5.3 **Cambridge Local Plan 2006**

3/1 Sustainable development

3/3 Setting of the City

3/4 Responding to context

3/7 Creating successful places

3/8 Open space and recreation provision through new development

3/12 The Design of New Buildings (*waste and recycling*)

5/1 Housing provision

5/7 Supported housing/Housing in multiple occupation

## 5.4 **Supplementary Planning Documents**

Cambridge City Council (May 2007) – Sustainable Design and Construction

## 5.5 **Material Considerations**

### **Central Government Guidance**

Letter from Secretary of State for Communities and Local Government (27 May 2010)

Written Ministerial Statement: Planning for Growth (23 March 2011)

## 6.0 **CONSULTATIONS**

### **Cambridgeshire County Council (Highways)**

- 6.1 No overriding objections. The proposal is unlikely to result in any significant adverse impact on highway safety but is concerned with the potential impact on residential amenity.

## **Head of Refuse and Environment**

- 6.2 No objections, in principle, subject to the following condition.
- 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 owner/occupier of the following address has made representations:

126/126a Perne Road.

- 7.2 The representations can be summarised as follows:

- Disruption from noise due to intensification of use;
- Occupancy could increase due to size of rooms;
- Insufficient parking provision and restricted access from site onto a busy highway is likely to create highway safety issues;
- Reduce the valuation of property;

- 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. Residential amenity
3. Refuse arrangements
4. Highway safety
5. Car and cycle parking
6. Third party representations

## **Principle of Development**

8.2 Policy 5/7 states that HMOs will be permitted subject to the following criteria:

1. Impact on the residential amenity of the local area;
2. The suitability of the building or site; and
3. Proximity of bus stops and pedestrian and cycle routes, shops and other local services.

8.3 I have considered these issues below and reached the conclusion that the proposed change of use is acceptable in principle.

### **a) Impact on residential amenity of local area:**

8.4 The proposed use of the property from an eight bed guesthouse use to a seven bed HMO is unlikely to have any additional impact over and above that which could be experienced by the existing guesthouse use. The guesthouse use would attract a more transient and infrequent clientele than the proposed HMO use, where the movements associated are likely to be more similar to a private residential dwellinghouse.

8.5 The proposal does not include any external alterations and very little will change internally. Therefore whilst the property is part of a semi-detached unit, I do not believe there would be any adverse noise levels associated with the proposed use such that it would warrant refusal.

### **a) The suitability of the building or site;**

8.6 The property appears to have been extended at the side at two storey level. It also benefits from a road and rear amenity area albeit the rear amenity space is gravelled and appears to be suited for parking. However, there would be provision to use this area for amenity space in conjunction with the front garden area. I am therefore satisfied there is sufficient amenity space within the curtilage of the property to provide a good level of amenity provision for future occupiers.

8.7 In terms of car parking, there is provision for this from the previous guesthouse use at the rear of the property for at least 4 to 5 vehicles. Nonetheless, there is no requirement to provide

car parking for the proposed use. The Local Plan sets maximum level of car parking permitted under the City Council's Standards therefore there is no minimum number of spaces which need to be provided.

- 8.8 I am satisfied that due to the proximity of the site to public transport links and distance from the city centre in terms of walking and cycling, additional car parking would not be necessary. Furthermore, if additional, dedicated car parking provision was introduced on-site then this could potentially increase congestion on site and on the street, which would have a greater detrimental impact on the residential amenity of the adjoining neighbours. By discouraging additional on-site car parking, I am satisfied that the residential amenity of local residents will be reasonably protected.
- 8.9 In these terms, therefore, I am satisfied that the building and site area are sufficient to accommodate the proposed change of use to a HMO from guesthouse.

**a) The proximity of bus stops and pedestrian and cycle routes, shops**

- 8.10 The property is located within close proximity to the nearest bus stops on Perne Road and Birdwood Road and is within reasonable cycling distance of the City Centre and railway station.
- 8.11 There are several 'District and Local Centres' between the application site and City Centre the nearest being at the corner of Perne Road and Cherry Hinton Road and on Mill Road. I am therefore satisfied that the property is located within close proximity to public transport links and local shops and services.
- 8.12 In terms of cycle and bin storage provision, no specific details have been provided. I have therefore recommended a condition requiring details of the cycle and bin store to be submitted for approval.
- 8.13 In view of the above, I am satisfied that the proposed HMO would comply with the requirements of policies 3/4, 3/7 and 5/7 and would not raise any significantly adverse issues such that it would warrant refusal.

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

- 8.14 The proposal does not include any external alterations to the front, side or back of the property. Therefore, the main elevations of the property would remain as existing and property would appear as its original use, as a residential dwellinghouse.
- 8.15 There are other types of residential uses and building in the area ranging from dwellings that have been converted into flats and residential flat buildings. I am therefore satisfied that the proposed use would not have a detrimental impact on the appearance of the building or form and character of the area.
- 8.16 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12.

## **Highway Safety**

- 8.17 The proposal does not include any alterations that would affect highway safety and no concerns have been raised by County Highway on highway safety.
- 8.18 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

## **Third Party Representations**

- 8.19 Some of the concerns raised by objectors have been covered in the relevant sections of the main report. I set out below my response to the other concerns raised.
- 8.20 In terms of occupancy, the proposal is to use the property as a seven bed/occupier HMO. The number of occupiers can be limited by condition, which I recommend.
- 8.21 As for concerns regarding impact on property value, this is not a material planning consideration.

## **Planning Obligations**

- 8.22 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests.

If the planning obligation does not pass the tests then it is unlawful. The tests are that the planning obligation must be:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

In bringing forward my recommendations in relation to the Planning Obligation for this development I have considered these requirements

The Planning Obligation Strategy (2010) provides a framework for expenditure of financial contributions collected through planning obligations. Cambridgeshire and Peterborough Waste Partnership (RECAP) : Waste Management Design Guide provides advice on the requirements for internal and external waste storage, collection and recycling in new residential and commercial developments. The applicants have indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Strategy and relevant Supplementary Planning Documents. 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 outdoor sports facilities, indoor sports facilities, informal open space and provision for children and teenagers. The total contribution sought has been calculated as follows.
- 8.24 The application proposes the conversion of an 8 bed guesthouse with 1 manager's flat into a 7 bed/occupier HMO. 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 provision for children and

teenagers are not required from one-bedroom units. The totals required for the new buildings are calculated as follows:

<b>Outdoor sports facilities</b>					
Type of unit	Persons per unit	£per person	£per unit	Number of such units	Total £
studio	1	238	238	5.5	1309
1 bed	1.5	238	357		
2-bed	2	238	476		
3-bed	3	238	714		
4-bed	4	238	952		
<b>Total</b>					<b>1309</b>

<b>Indoor sports facilities</b>					
Type of unit	Persons per unit	£per person	£per unit	Number of such units	Total £
studio	1	269	269	5.5	1479.5
1 bed	1.5	269	403.50		
2-bed	2	269	538		
3-bed	3	269	807		
4-bed	4	269	1076		
<b>Total</b>					<b>1479.5</b>

<b>Informal open space</b>					
Type of unit	Persons per unit	£per person	£per unit	Number of such units	Total £
studio	1	242	242	5.5	1331
1 bed	1.5	242	363		
2-bed	2	242	484		
3-bed	3	242	726		
4-bed	4	242	968		
<b>Total</b>					<b>1331</b>

<b>Provision for children and teenagers</b>					
Type of unit	Persons per unit	£per person	£per unit	Number of such units	Total £

studio	1	0	0		0
1 bed	1.5	0	0		0
2-bed	2	316	632		
3-bed	3	316	948		
4-bed	4	316	1264		
<b>Total</b>					

8.25 Subject to the completion of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy (2010) and the Cambridge City Council Open Space Standards Guidance for Interpretation and Implementation (2010), I am satisfied that the proposal accords with Cambridge Local Plan (2006) policies 3/8 and 10/1 and the Planning Obligation Strategy 2010 and the Cambridge City Council Open Space Standards Guidance for Interpretation and Implementation (2010)

#### Community Development

8.26 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to community development facilities, programmes and projects. This contribution is £1256 for each unit of one or two bedrooms and £1882 for each larger unit. The total contribution sought has been calculated as follows:

<b>Community facilities</b>			
Type of unit	£per unit	Number of such units	Total £
1 bed	1256		1256
2-bed	1256		
3-bed	1882		
4-bed	1882		
<b>Total</b>			<b>1256</b>

8.27 Subject to the completion of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy (2010), I am satisfied that the proposal accords with Cambridge Local Plan (2006) policies 5/14 and 10/1 and the Planning Obligation Strategy 2010.

#### Monitoring



- 8.28 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to the costs of monitoring the implementation of planning obligations. The costs are calculated according to the heads of terms in the agreement. The contribution sought will be calculated as £150 per financial head of term and £300 per non-financial head of term. Contributions are therefore required on that basis.

### Planning Obligations Conclusion

- 8.29 It is my view that the planning obligation is necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the Planning Obligation passes the tests set by the Community Infrastructure Levy Regulations 2010.

## **9.0 CONCLUSION**

- 9.1 The proposed change of use from a guesthouse to a seven bed/occupier HMO is considered to be acceptable in this context. The proposal does not include any external alterations to the elevations of existing property.
- 9.2 I do not consider the use as a HMO would create any more intensification of use in terms of 'comings' and 'goings' than that which would be normally associated with an eight bedroom guesthouse. The proposed HMO would also not create any more issues than if the property was used as its original use as a six bed private residential dwellinghouse. Therefore, I do not consider the proposal would have a significant adverse impact on the residential amenity of the adjoining neighbours.
- 9.3 The proposed HMO would not result in any external alterations to the property so there would be no material change to the appearance of the property other than the removal of signage etc... for the guesthouse.
- 9.4 In these terms, therefore, the proposed change of use is considered to comply with policies 3/4, 3/7, 3/11, 3/12, 5/1 and 5/7 of the adopted Local Plan.

## 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. The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

3. 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)

4. Prior to the commencement of the use hereby permitted, details of the on-site refuse and recycling receptacles including storage facilities and the arrangements for the disposal of waste shall be submitted to and approved in writing by the Local Planning Authority. The Council's domestic requirements for refuse and recycling receptacles for a 7 people HMO is as follows:

- ' Dry recycling = 360L
- ' Organic waste = 240L
- ' Residual waste = 2 x 240L

The refuse and recycling provision including storage facilities shall be provided in accordance with the approved details prior to occupation. The approved arrangements 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 (in accordance with policies 4/13 and 5/7 of the Cambridge Local Plan (2006))

5. The HMO use hereby approved shall be limited to seven occupiers only.

Reason: For the avoidance of doubt, and because any intensification of use of the property would require re-examination of its impact. (Cambridge Local Plan 2006 policies 3/4, 3/12, 4/13 and 8/2)

**INFORMATIVE:** The Housing Act 2004 introduces the HHSRS as a way to ensure that all residential premises provide a safe and healthy environment to any future occupiers or visitors.

Each of the dwellings must be built to ensure that there are no unacceptable hazards for example ensuring adequate fire precautions are installed; all habitable rooms have adequate lighting and floor area etc.

The applicant/agent is advised to contact the Residential Team at Mandela House, 4 Regent Street, Cambridge and Building Control concerning fire precautions, means of escape and the HHSRS.

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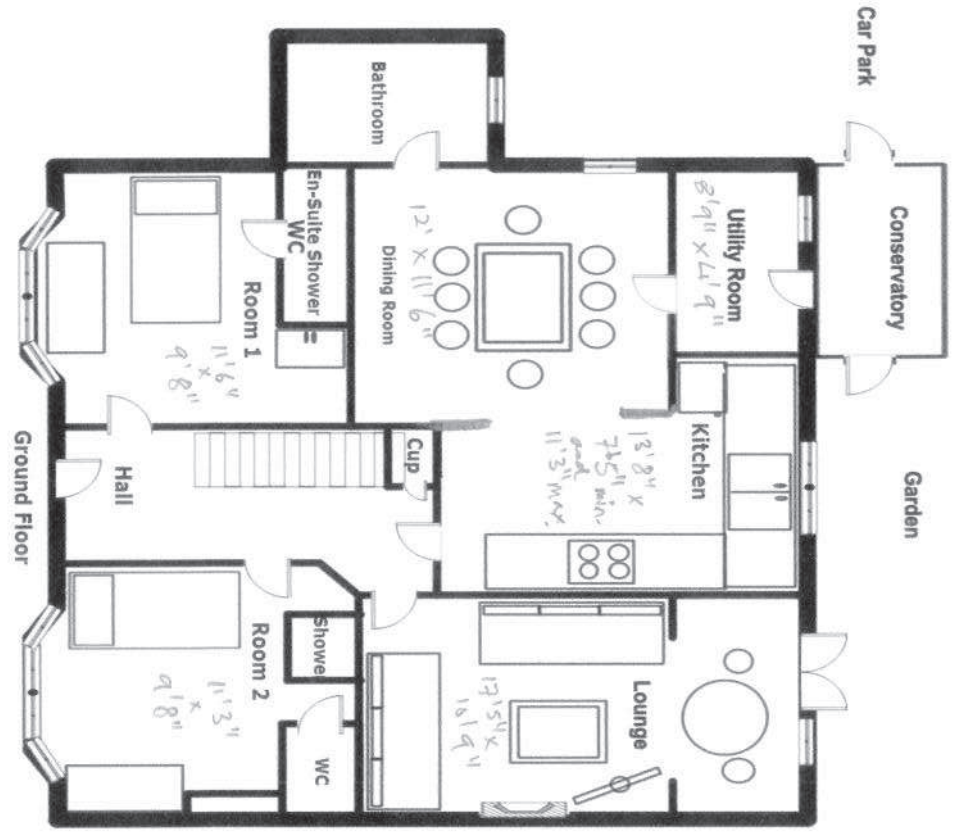
CURRENT LAYOUT

Perne Road PP-02645953  
CB/3RE



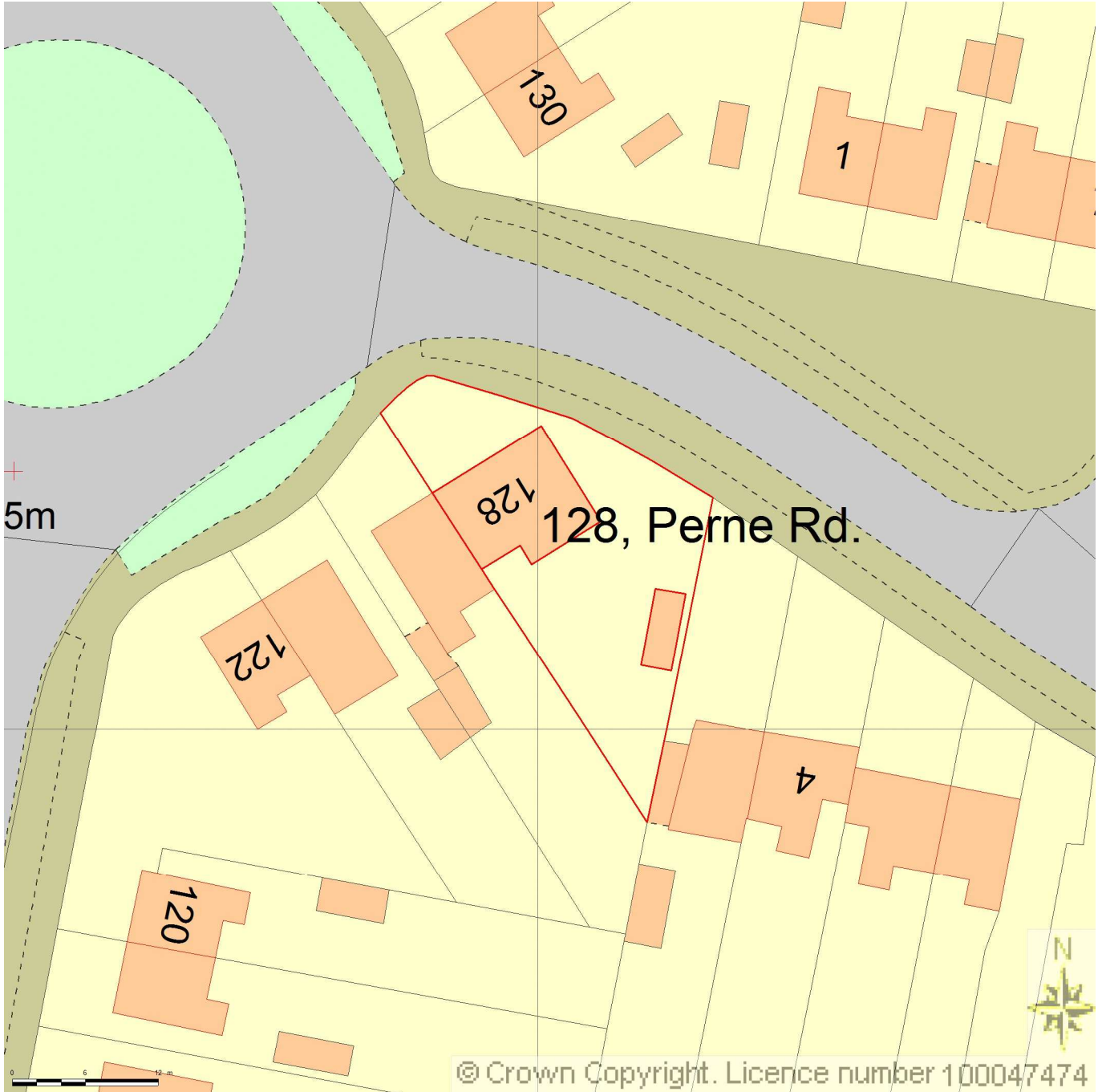
Proposed layout

PP - 02645953  
Penne Road CB13R



BLOCK PLAN  
AREA 90m x 90m  
SCALE 1:500

CENTRE COORDINATES: 547401, 257015



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<b>Application Number</b>	13/1471/FUL	<b>Agenda Item</b>	
<b>Date Received</b>	4th November 2013	<b>Officer</b>	Natalie Westgate
<b>Target Date</b>	30th December 2013		
<b>Ward</b>	Romsey		
<b>Site</b>	72 Vinery Road Cambridge Cambridgeshire CB1 3DT		
<b>Proposal</b>	Three storey side extension, roof extension and first floor rear extension to existing building to create 3 additional flats		
<b>Applicant</b>	Mr Trillwood 11 St Albans Road Cambridge Cambridgeshire CB4 2HF		

<b>SUMMARY</b>	<p>The development accords with the Development Plan for the following reasons:</p> <ol style="list-style-type: none"> <li>1. The proposal is not likely to have an adverse impact upon the character and appearance of the locality nor the adjacent conservation area.</li> <li>2. The proposal is not likely to adversely impact upon neighbouring occupiers.</li> <li>3. The proposal has addressed the reasons for refusal of the earlier application 13/0883/FUL.</li> </ol>
<b>RECOMMENDATION</b>	<b>APPROVAL</b>

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

1.1 No. 72 Vinery Road is a two storey semi-detached house which is located on the eastern side of the road, adjacent to a footpath and near the corner where Vinery Road meets Seymour Street. An access drive leading to allotments passes

along the northern boundary of the site. The surrounding area is predominantly residential.

- 1.2 The site is outside the Mill Road section of the City of Cambridge Conservation Area No.1 (Central) which wraps around the site. The site is outside the Controlled Parking Zone.

## **2.0 THE PROPOSAL**

- 2.1 The application seeks planning permission for a three storey side extension, roof extension and first floor rear extension to the existing building to create three additional flats. The extension would have an overall width of 4.4m by a length of 11.5m. There is a 1m gap between the proposed extension and the boundary of the access driveway alongside the site. The development will be finished in matching materials.

2.2 The application follows refusal on a previous application (13/0883/FUL) which was refused on the following grounds:

- a) The proposed roof extension, because of its width, mass, and the awkwardness of its junction with the hipped side roof proposed to the side extension would create a disruptive visual element in the street scene. The proposed three storey side extension, because of its width and mass, would also read awkwardly against the existing front elevation. Both elements would consequently unbalance the semi-detached pair of houses, failing to respond positively to the local character, and leaving the extended building poorly integrated into the locality.
- b) The proposed development does not make appropriate S106 provision for open space, community development and waste facilities.

- 2.3 Since the previous application the scheme has been amended so that the width of the extension has been reduced so the extended building is not double the width of the existing dwelling and does not unbalance the pair of dwellings. The extension has also been set back by 0.35m from the front of the dwelling to ensure the side extension is subservient to the pair of dwellings. The proposed roof is partially hipped to overcome concerns of poor design on the front and rear dormers. There are additional smaller windows added to the side elevation of

the flanking wall so it would add interest to the previous proposed stark flanking wall.

2.4 The application is accompanied by the following supporting information:

1. Design and Access Statement
2. Location plan
3. Site/roof plan
4. Existing elevations
5. Proposed elevations
6. Existing floorplans
7. Proposed floorplans

2.5 The application is brought before East Area Committee because there are objections from third parties.

### 3.0 SITE HISTORY

Reference	Description	Outcome
13/0883/FUL	Three storey side extension, roof extension and first floor rear extension to existing building to create 3 additional flats.	Ref

### 4.0 PUBLICITY

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

### 5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2006 policies and Supplementary Planning Documents.

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan	3/1 3/4 3/7 3/8 3/10 3/11 3/12 3/14

2006	4/2 4/11  5/1  8/2 8/3 8/4 8/5 8/6 8/10  10/1
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5.3 Relevant Central Government Guidance and Supplementary Planning Documents

Central Government Guidance	National Planning Policy Framework March 2012  Circular 11/95
Supplementary Planning Documents	Sustainable Design and Construction Roof Extensions Design Guide (2003) Mill Road Area Conservation Area Appraisal (2011)

**6.0 CONSULTATIONS**

**Cambridgeshire County Council (Engineering)**

6.1 There is the potential for additional parking demands on the on-street parking in the area. This is unlikely to have any significant adverse impact upon highway safety but may impact upon residential amenity. The vehicular crossing of the footway will need to be extended. Condition sought on unbound material on the driveway, gates retaining access free of obstruction, the specification of the access, drainage measures and visibility splays. Informatives also recommended.

**Head of Refuse and Environment**

6.2 Conditions sought on waste storage and construction hours.

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:

- No.69 Vinery Road
- No.75 Vinery Road
- No.3 Romsey Road
- No.9 Romsey Road
- No.12 Romsey Road
- No.16 Romsey Road
- No.17 Romsey Road
- No.18 Romsey Road
- Burnside and Vinery Road allotments

7.2 The representations can be summarised as follows:

- Inappropriate scale and impact on the character of the area.
- Unsympathetic to the existing dwelling
- The extension would unbalance the semi-detached property
- The flanking wall would appear stark
- Loss of light
- Loss of view to the trees behind the property
- Increase in on-street parking
- Highway
- Additional length of drop kerb
- Access for bins and bikes

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. Third party representations
5. Planning Obligation Strategy

## **Principle of Development**

- 8.2 The provision of additional dwellings on previously developed land, and the provision of higher density housing in sustainable locations is generally supported by central government advice contained within the National Planning Policy Framework 2012. Policy 5/1 of the Cambridge Local Plan 2006 allows for residential development from windfall sites, subject to the existing land use and compatibility with adjoining uses, which is discussed in more detail in the amenity section below. The proposal is therefore in compliance with these policy objectives.
- 8.3 Local Plan policy 3/10 sets out the relevant criteria for assessing proposals involving the subdivision of existing plots which remain acceptable in principle, subject to design and the impact on the open character of the area. Policy 3/10 recognises the important part of the character and amenity value gardens contribute to the City.
- 8.4 Policy 3/10 of the Cambridge Local Plan 2006, Sub-division of Existing Plots, states that residential development within the garden area or curtilage of existing properties will not be permitted if it will:
- a) - 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;
  - b) - provide inadequate amenity space, or vehicular access arrangements and parking spaces for the proposed and existing properties;
  - c) - detract from the prevailing character and appearance of the area;
  - d) - adversely affect the setting of Listed Buildings, or buildings or gardens of local interest within or close to the site;
  - e) - adversely affect trees, wildlife features or architectural features of local importance located within or close to the site; and
  - f) - prejudice the comprehensive development of the wider area of which the site forms part.
- 8.5 Criteria d, e and f are not applicable to this site. I consider criteria a, b and c under the relevant headings below.

8.6 Subject to compliance with the criteria of Policy 3/10, which are assessed below, the principle of the new residential development is compliant with Cambridge Local Plan policies 5/1 and 3/10.

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

8.7 The building occupies a corner location at the entrance to the Vinery Road allotments and is open to public view from a wide angle from the allotments, and streetscenes of Vinery Road and Romsey Road. Care needs to be taken in assessing the impact of what is proposed, to ensure that the development relates appropriately to the existing dwelling and is not unduly intrusive or otherwise harmful to the street scene.

8.8 I have considered the impact of the change of the design since the previous application on the semi-detached properties and in a corner location at the entrance to the allotments.

8.9 The proposed width of the extension has been reduced so the extended building is not double the width of the existing dwelling and the extension is set back by 0.35m from the front of the dwelling to ensure the side extension is subservient to the pair of dwellings. The proposed roof is partially hipped. Since the refused application 13/0083/FUL additional smaller windows have been added to the side elevation of the flanking wall so it would add interest to the previous proposed stark flanking wall. Therefore the proposed development is sympathetic to the existing dwelling and relates to the appearance of this semi-detached pair. There are a range of housing types and designs within the locality.

8.10 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11 and 3/14.

### **Residential Amenity**

#### **Impact on amenity of neighbouring occupiers**

8.11 The proposed side extension is situated away from the adjoining neighbouring property (No.70 Vinery Road) so therefore will have no significant adverse impact on the amenity of the occupiers of that house. The proposed rear extension and rear dormer are situated to the north of No.70. The proposed rear dormer will be 1.5m away from the common

boundary with No.70. The proposed two storey rear extension will be 2.9m from the common boundary. Given the orientation and separation distance of the rear extension I do not consider there will be any significant loss of light to No.70. Given the existing mutual overlooking into rear gardens from the first floor windows, I do not consider that the proposed rear roof development would have any significant impact on privacy.

8.12 The proposed development is situated to the south of the neighbouring property (No.74 Vinery Road). The proposed side extension will be 6m from the common boundary to No.74 Vinery Road and 11m from No.76 Vinery Road. Given the separation distance of the proposed development I do not consider there will be any significant loss of light to No's.74 and 76. Windows facing No.74 will be high level so there will be no overlooking or loss of privacy.

8.13 The proposed side extension is situated away from the neighbouring properties, No'1 and 2 Waters Almhouses on Seymour Street so therefore will have no significant adverse impact on the amenity of those occupiers. The proposed rear extension and rear dormer are situated to the north west of the properties on those properties. The proposed two storey rear extension will be 10.5m from the common boundary to No.2 Waters Almhouses, Seymour Street. Given the orientation and separation distance of the rear extension I do not consider there will be any significant loss of light to those at No's. 1 and 2 Water Almhouses on Seymour Street.

8.14 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 Cambridge Local Plan (2006) policies 3/4 and 3/7.

Amenity for future occupiers of the site

8.15 There is adequate internal accommodation amenity. Adequate outdoor amenity space is available to the rear of the property.

8.16 In my opinion the proposal provides a high-quality living environment and an appropriate standard of residential amenity for future occupiers, and I consider that in this respect it is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/14.



## **Refuse Arrangements**

- 8.17 There is a lack of details on waste storage so I attach the condition which is recommended by the Environmental Health Officer. There is a 1m gap to the side of the dwelling to enable bins to be brought out to the street.
- 8.18 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12.

## **Highway safety/Car and Cycle Parking**

- 8.19 There are three car parking spaces proposed and this is in accordance with the standards within the Local Plan. The application has adequate provision of 5 bicycles within the rear of the site that is in accordance with the standards within the Local Plan. There is a 1m gap to the side of the dwelling to enable bicycles to be brought out to the street. The highway authority has no concerns about highway safety. I attach the relevant condition and informatives as recommended by the highways officer.
- 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 There will still be a separation distance of 6m between No.72 and No.74 Vinery Road so there will be continued views along the footpath to the trees.
- 8.22 There are three parking spaces proposed and this is in accordance with the standards within the Local Plan. Several nearby residents have raised concerns on highway safety but the highway authority has no concerns about highway safety. I attach the relevant condition and informatives as recommended by the highways officer. Vinery Road is not a classified road and so therefore it does not require planning permission to increase the length to a dropped kerb. However this would require highway consent from Cambridgeshire County Council.

## **Planning Obligation Strategy**

### **Planning Obligations**

8.23 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests then it is unlawful. The tests are that the planning obligation must be:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

In bringing forward my recommendations in relation to the Planning Obligation for this development I have considered these requirements. The Planning Obligation Strategy (2010) provides a framework for expenditure of financial contributions collected through planning obligations. The applicants have not indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Strategy and relevant Supplementary Planning Documents. The proposed development triggers the requirement for the following community infrastructure:

#### Open Space

- 8.24 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 outdoor sports facilities, indoor sports facilities, informal open space and provision for children and teenagers. The total contribution sought has been calculated as follows.
- 8.25 The application proposes the erection of three one-bedroom flats. 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 provision for

children and teenagers are not required from one-bedroom units. The totals required for the new buildings are calculated as follows:

<b>Outdoor sports facilities</b>					
Type of unit	Persons per unit	£ per person	£per unit	Number of such units	Total £
studio	1	238	238		
1 bed	1.5	238	357	3	1071
2-bed	2	238	476		
3-bed	3	238	714		
4-bed	4	238	952		
<b>Total</b>					<b>1071</b>

<b>Indoor sports facilities</b>					
Type of unit	Persons per unit	£ per person	£per unit	Number of such units	Total £
studio	1	269	269		
1 bed	1.5	269	403.50	3	1210.50
2-bed	2	269	538		
3-bed	3	269	807		
4-bed	4	269	1076		
<b>Total</b>					<b>1210.50</b>

<b>Informal open space</b>					
Type of unit	Persons per unit	£ per person	£per unit	Number of such units	Total £
studio	1	242	242		
1 bed	1.5	242	363	3	1089
2-bed	2	242	484		
3-bed	3	242	726		
4-bed	4	242	968		
<b>Total</b>					<b>1089</b>

<b>Provision for children and teenagers</b>					
Type of unit	Persons per unit	£ per person	£per unit	Number of such	Total £

				units	
studio	1	0	0		0
1 bed	1.5	0	0	3	0
2-bed	2	316	632		
3-bed	3	316	948		
4-bed	4	316	1264		
<b>Total</b>					<b>0</b>

8.26 In the absence of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy (2010) and in accordance with the Cambridge City Council Open Space Standards Guidance for Interpretation and Implementation (2010), the proposal is in conflict with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and P9/8, Cambridge Local Plan (2006) policies 3/8 and 10/1 and the Planning Obligation Strategy 2010 and the Cambridge City Council Open Space Standards Guidance for Interpretation and Implementation (2010).

#### Community Development

8.27 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to community development facilities, programmes and projects. This contribution is £1256 for each unit of one or two bedrooms and £1882 for each larger unit. The total contribution sought has been calculated as follows:

<b>Community facilities</b>			
Type of unit	£per unit	Number of such units	Total £
1 bed	1256	3	3768
2-bed	1256		
3-bed	1882		
4-bed	1882		
<b>Total</b>			<b>3768</b>

8.28 In the absence of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy (2010), the proposal is in conflict with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and P9/8, Cambridge Local Plan (2006) policies 5/14 and 10/1 and the Planning Obligation Strategy 2010.

## Waste

- 8.29 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to the provision of household waste and recycling receptacles on a per dwelling basis. As the type of waste and recycling containers provided by the City Council for houses are different from those for flats, this contribution is £75 for each house and £150 for each flat. The total contribution sought has been calculated as follows:

<b>Waste and recycling containers</b>			
Type of unit	£per unit	Number of such units	Total £
House	75		
Flat	150	3	450
<b>Total</b>			<b>450</b>

- 8.30 In the absence of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy (2010), the proposal is in conflict with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and P9/8, Cambridge Local Plan (2006) policies 3/7, 3/12 and 10/1 and the Planning Obligation Strategy 2010.

## Monitoring

- 8.31 The Planning Obligation Strategy (2010) requires that all new residential developments contribute to the costs of monitoring the implementation of planning obligations. The costs are calculated according to the heads of terms in the agreement. The contribution sought will be calculated as £150 per financial head of term, £300 per non-financial head of term. Contributions are therefore required on that basis.

## Planning Obligations Conclusion

- 8.32 It is my view that the planning obligation is necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the Planning Obligation passes the tests set by the Community Infrastructure Levy Regulations 2010.

## 9.0 RECOMMENDATION

**1. APPROVE subject to the satisfactory completion of the s106 agreement by 6 February 2014 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. The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

3. The extension hereby permitted shall be constructed in external materials to match the existing building in type, colour and texture.

Reason: To ensure that the extension is in keeping with the existing building. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14)

4. Except with the prior written agreement of the local planning authority 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)

5. Except with the prior written agreement of the local planning authority, 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)

6. 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 amenity of the adjoining properties, and to ensure appropriate waste. (Cambridge Local Plan 2006 policies 3/4, 3/14 and 8/6)

7. Two 2.0 x 2.0 metres visibility splays shall be provided as shown on the drawings. The splays are to be included within the curtilage of the new dwelling. One visibility splay is required on each side of the access, measured to either side of the access, with a set-back of two metres from the highway boundary along each side of the access. This area shall be kept clear of all planting, fencing, walls and the like exceeding 600mm high.

Reason: In the interests of highway safety (Cambridge Local Plan 2006 policy 8/2).

**INFORMATIVE:** If during the works contamination is encountered, the LPA should be informed, additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the Local Planning Authority. The applicant/agent to need to satisfy themselves as to the condition of the land / area and its proposed use, to ensure a premises prejudicial to health situation does not arise in the future.

**INFORMATIVE:** This development involves work to the public highway that will require the approval of the County Council as Highway Authority. It is an OFFENCE to carry out any works within the public highway, which includes a public right of way, without the permission of the Highway Authority. Please note that it is the applicants responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council.

**INFORMATIVE:** No part of any structure may overhang or encroach under or upon the public highway unless licensed by the Highway Authority and no gate / door / ground floor window shall open outwards over the public highway.

**INFORMATIVE:** Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, the cost of which must be borne by the applicant.

**2. Unless prior agreement has been obtained from the Head of Planning, in consultation with 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 6 February 2014, or if Committee determine that the application be refused against officer recommendation of approval, it is recommended that the application be refused for the following reason(s):**

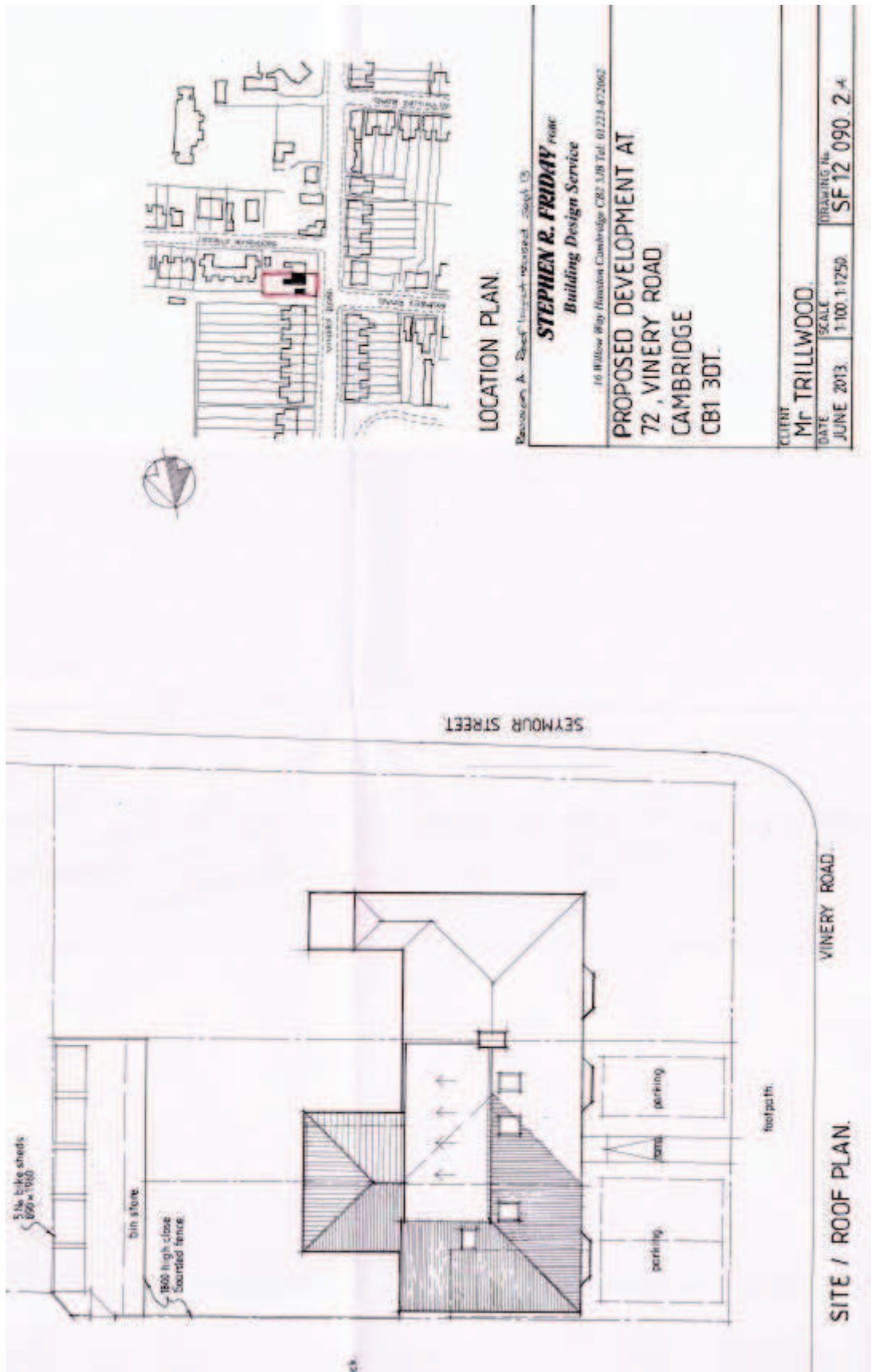
The proposed development does not make appropriate provision for public open space, community development facilities, waste facilities, waste management and monitoring in accordance with Cambridge Local Plan 2006 policies 3/7, 3/8, 3/12, 5/5, 5/14, 8/3 and 10/1, Cambridgeshire and



Peterborough Structure Plan 2003 policies P6/1 and P9/8 and the Cambridgeshire and Peterborough Minerals and Waste Development Plan (Core Strategy Development Plan Document July 2011) policy CS16 and as detailed in the Planning Obligation Strategy 2010, the Open Space Standards Guidance for Interpretation and Implementation 2010, Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document 2012

3. In the event that the application is refused, and an Appeal is lodged against the decision to refuse this application, delegated authority is sought to allow officers to negotiate and complete the Planning Obligation required in connection with this development

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