



Cambridge City Council Planning

Date: Wednesday, 9 January 2019

Time: 10.00 am

Venue: Committee Room 1 & 2, The Guildhall, Market Square, Cambridge, CB2 3QJ

Contact: democratic.services@cambridge.gov.uk, tel:01223 457000

Agenda

1 Order of Agenda

The Planning Committee operates as a single committee meeting but is organised with a three part agenda and will be considered in the following order:

- **Part One**
Major Planning Applications
Start time: 10am
- **Part Two**
Minor/Other Planning Applications
Start time: 12.30pm
- **Part Three**
Not applicable

There will be a thirty minute lunch break before part two of the agenda is considered. With a possible short break between agenda item two and three which will be subject to the Chair's discretion.

If the meeting should last to 6.00pm, the Committee will vote as to whether or not the meeting will be adjourned. If the decision is to adjourn the Committee will agree the date and time of the continuation meeting which will be held no later than seven days from the original meeting.

2 Apologies

3 Declarations of Interest

4	Minutes	(Pages 19 - 30)
Part 1: Major Planning Applications (10am)		
5	18/0859/S73 - 34-36 Madingley Road	(Pages 31 - 58)
6	18/1150/FUL - 31 Barton Road	(Pages 59 - 88)
Part 2: Minor/Other Planning Applications (12.30pm)		
7	18/1372/CAP18 - Mill Road Bridge	(Pages 89 - 100)
8	17/2050/FUL - 64 Coleridge Road and Land to the Rear of 62 and 60 Coleridge Road	(Pages 101 - 140)
9	18/1459/S73 - Land to the Rear of 1 Fen Road and Rear of 179-183 Water Street	(Pages 141 - 156)
10	18/1120/FUL - 8 Coldhams Grove	(Pages 157 - 170)
11	18/1329/FUL - 188-192 Mill Road And 2B Cockburn Street	(Pages 171 - 192)
12	18/1625/FUL - Land To Rear Of 53-55 Wulfstan Way	(Pages 193 - 216)
13	18/0879/S73 - The Cottage Gazeley Road	(Pages 217 - 236)

Planning Members: Smart (Chair), Blencowe (Vice-Chair), Baigent, Hart, Hipkin, McQueen, Nethsingha, Page-Croft, Thornburrow and Tunnacliffe

Alternates: Gillespie, Green and Holt

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Appendix 1 – Development Plan Policy, Planning Guidance and Material Considerations

(Updated October 2018)

1.0 Central Government Advice

1.1 National Planning Policy Framework (July 2018) – 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 Planning Practice Guidance (March 2014)

The guidance complements the National Planning Policy Framework and provides advice on how to deliver its policies.

Guidance is provided in relation to the following:

Advertisements (March 2014)
Air quality (March 2014)
Appeals (March 2014)
Before submitting an application (February 2018)
Brownfield land registers (July 2017)
Climate change (June 2014)
Community Infrastructure Levy (March 2018)
Conserving and enhancing the historic environment (February 2018)
Consultation and pre-decision matters (June 2018)
Crown Development (July 2017)
Design (March 2014)
Determining a planning application (July 2017)
Ensuring effective enforcement (February 2018)
Ensuring the vitality of town centres (March 2014)
Environmental Impact Assessment (July 2017)
Flexible options for planning permissions (March 2014)
Flood Risk and Coastal Change (March 2014)
Hazardous Substances (July 2017)
Health and wellbeing (July 2017)
Housing and economic land availability assessment (September 2018)
Housing need assessment (September 2018)
Land affected by contamination (June 2014)
Land stability (March 2014)
Lawful development certificates (March 2014)

Light pollution (March 2014)
Local Plans (September 2018)
Making an application (June 2018)
Minerals (October 2014)
Natural Environment (January 2016)
Neighbourhood Planning (September 2018)
Noise (March 2014)
Open space, sports and recreational facilities, public rights of way and local green space (March 2014)
Permission in principle (June 2018)
Plan making (September 2018)
Planning obligations (May 2016)
Renewable and low carbon energy (June 2015)
Rural housing (May 2016)
Self-build and custom housebuilding (July 2017)
Starter homes (March 2015)
Strategic environmental assessment and sustainability appraisal (February 2015)
Transport evidence bases in plan-making and decision-taking (March 2015)
Travel plans, transport assessments and statements in decision-taking (March 2014)
Tree Preservation Orders and trees in conservation areas (March 2014)
Use of Planning Conditions (June 2018)
Viability (July 2018)
Water supply, wastewater and water quality (March 2015)
When is permission required? (June 2018)

1.3 Circular 11/95 – The Use of Conditions in Planning Permissions (Annex A only): Model conditions.

1.4 Community Infrastructure Levy Regulations 2010

Paragraph 122 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.

Paragraph 123 Other than through requiring a highway agreement to be entered into, a planning obligation (“obligation A”) may not constitute a reason for granting planning permission to the extent that

- (a) obligation A provides for the funding or provision of an infrastructure project or provides for the funding or provision of a type of infrastructure; and
- (b) five or more separate planning obligations that —

- (i) relate to planning permissions granted for development within the area of the charging authority; and
 - (ii) which provide for the funding or provision of that project, or provide for the funding or provision of that type of infrastructure

have been entered on or after 6th April 2010.

1.5 Planning Policy Statement – Green Belt protection and intentional unauthorised development August 2015

Sets out changes to national planning policy to make intentional unauthorised development a material consideration, and also to provide stronger protection for the Green Belt.

1.6 Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration).

Development Plan policy

2.0 The Cambridgeshire and Peterborough Minerals and Waste Plan (Development Plan Documents) July 2011

Minerals and Waste Core Strategy : this sets out the Councils' strategic vision and objectives for future development and management of minerals and waste within Cambridgeshire and Peterborough, including strategic site allocations over the Plan period to 2026. The document also contains a suite of development control policies to guide minerals and waste development.

Minerals and Waste Site Specific Proposals Plan (2012) : this sets out the Councils' allocations for site specific proposals for future development and management of minerals and waste within Cambridgeshire and Peterborough. It identifies site specific land allocations for future minerals and waste management development and other supporting site specific policies.

Proposals Maps: Map A: shows minerals and transport proposals; Map B: shows waste management proposals; Map C: shows Mineral Safeguarding Areas.

3.0 Cambridge Local Plan 2018

- Policy 1: The presumption in favour of sustainable development
- Policy 2: Spatial strategy for the location of employment development
- Policy 3: Spatial strategy for the location of residential development
- Policy 4: The Cambridge Green Belt
- Policy 5: Strategic transport infrastructure
- Policy 6: Hierarchy of centres and retail capacity
- Policy 7: The River Cam
- Policy 8: Setting of the city
- Policy 9: Review of the Local Plan
- Policy 10: The City Centre
- Policy 11: Development in the City Centre Primary Shopping Area
- Policy 12: Fitzroy/Burleigh Street/Grafton Area of Major Change
- Policy 13: Cambridge East
- Policy 14: Areas of major change and opportunity areas – general principles
- Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change
- Policy 16: South of Coldham's Lane Area of Major Change
- Policy 17: Cambridge Biomedical Campus (including Addenbrooke's Hospital) Area of Major Change
- Policy 18: Southern Fringe Areas of Major Change
- Policy 19: West Cambridge Area of Major Change
- Policy 20: Land between Huntingdon Road and Histon Road Area of Major Change
- Policy 21: Station Areas West and Clifton Road Area of Major Change
- Policy 22: Mitcham's Corner Opportunity Area
- Policy 23: Eastern Gate Opportunity Area
- Policy 24: Mill Road Opportunity Area
- Policy 25: Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area
- Policy 26: Old Press/Mill Lane Opportunity Area
- Policy 27: Site specific development opportunities
- Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use
- Policy 29: Renewable and low carbon energy generation
- Policy 30: Energy-efficiency improvements in existing dwellings
- Policy 31: Integrated water management and the water cycle
- Policy 32: Flood risk

Policy 33: Contaminated land
Policy 34: Light pollution control
Policy 35: Protection of human health from noise and vibration
Policy 36: Air quality, odour and dust
Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones
Policy 38: Hazardous installations
Policy 39: Mullard Radio Astronomy Observatory, Lord's Bridge
Policy 40: Development and expansion of business space
Policy 41: Protection of business space
Policy 42: Connecting new developments to digital infrastructure
Policy 43: University development
Policy 44: Specialist colleges and language Schools
Policy 45: Affordable housing and dwelling mix
Policy 46: Development of student housing
Policy 47: Specialist housing
Policy 48: Housing in multiple occupation
Policy 49: Provision for Gypsies and Travellers
Policy 50: Residential space standards
Policy 51: Accessible Homes
Policy 52: Protecting garden land and the subdivision of existing dwelling plots
Policy 53: Flat conversions
Policy 54: Residential moorings
Policy 55: Responding to context
Policy 56: Creating successful places
Policy 57: Designing new buildings
Policy 58: Altering and extending existing buildings
Policy 59: Designing landscape and the public realm
Policy 60: Tall buildings and the skyline in Cambridge
Policy 61: Conservation and enhancement of Cambridge's historic environment
Policy 62: Local heritage assets
Policy 63: Works to a heritage asset to address climate change
Policy 64: Shopfronts, signage and shop security measures
Policy 65: Visual pollution
Policy 66: Paving over front gardens
Policy 67: Protection of open space
Policy 68: Open space and recreation provision through new development
Policy 69: Protection of sites of biodiversity and geodiversity importance
Policy 70: Protection of priority species and habitats
Policy 71: Trees

Policy 72: Development and change of use in district, local and neighbourhood centres
 Policy 73: Community, sports and leisure facilities
 Policy 74: Education facilities
 Policy 75: Healthcare facilities
 Policy 76: Protection of public houses
 Policy 77: Development and expansion of visitor accommodation
 Policy 78: Redevelopment or loss of visitor accommodation
 Policy 79: Visitor attractions
 Policy 80: Supporting sustainable access to development
 Policy 81: Mitigating the transport impact of development
 Policy 82: Parking management
 Policy 83: Aviation development
 Policy 84: Telecommunications
 Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

4.0 Supplementary Planning Documents

(These have been prepared in parallel with the Local Plan preparation and will be shortly adopted by the Executive Councillor by an out of cycle decision. Significant weight can be attached to them; they were brought before Development Plan Scrutiny Sub-Committee for prior consideration and comment on the dates shown)

- 4.1 The New Museums Site Development Framework (March 2016)** – Sets out the joint aspirations of the council and the University of Cambridge regarding future changes to the site. These should improve the urban form with changes to the public realm, provide better access for all and adopt more sustainable forms of development while respecting the site's heritage and surroundings. Future development on the site offers an opportunity to create an improved, more coherent development and especially to improve the public realm on the site.
- 4.2 Ridgeons site Planning and Development Brief (July 2016)** – created to ensure that any future development on this site, allocated for residential development in the 2018 Local Plan as R12, is appropriate to its context and delivers the aspirations as set out in the Local Plan.
- 4.3 Cambridgeshire and Peterborough Flood and Water (December 2016)** - produced by Cambridgeshire County Council in its role as Lead Local Flood Authority, in partnership with the city and district council. It provides detailed guidance to support the implementation of flood and

water related policies in each of the Cambridgeshire local planning authorities' local plans.

- 4.4 **Mitcham's Corner Development Framework (January 2017)** - supports Local Plan Policy 22: Mitcham's Corner Opportunity Area and is designed to ensure that future development in the area is appropriate to its context and delivers the aspirations as set out in the Local Plan. It provides greater certainty and detail to support delivery of development in the coming years.
- 4.5 **Mill Road Depot Planning and Development Brief (March 2017)** - supports Local Plan Policy 24: Mill Road Opportunity Area and is designed to ensure that future development on this site, allocated for residential development in the 2018 Local Plan as R10, is appropriate to its context and delivers the aspirations as set out in the Local Plan. It provides greater certainty and detail to support delivery of development in the coming years.
- 4.6 **Land North of Cherry Hinton (February 2018)** - supports Local Plan Policy 13: Cambridge East, and is designed to ensure that future residential-led development on this site is delivered successfully. It provides greater certainty and detail to support delivery of development in the coming years. It outlines the aspirations for the area, as well as the key issues, constraints and opportunities that will influence how new development will take place.
- 4.7 **Grafton Area of Major Change - Masterplan and Guidance (February 2018)** - Prepared in partnership with local stakeholders to help guide the development of the area, supporting Policy 12 of the Local Plan. The area is designated in the Plan as the primary location for providing additional comparison retail in the City Centre along with other mixed uses including leisure uses, and the SPD promotes a number of key strategies for change. These aim to take advantage of the opportunities to provide an improved street environment including public realm enhancements as well as a positive and attractive destination to support the vitality and viability of the centre for retail and associated uses. The SPD envisages a phased approach to ensure the area continues to perform as a mainstream City Centre leisure and retail location while ensuring phased improvement will deliver the area's longer-term strategy.

5.0 Former Supplementary Planning Documents

(These documents, prepared to support policies in the 2006 local plan, are no longer SPDs, but are still material considerations.)

- 5.1 **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.
- 5.2 **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.
- 5.3 **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.
- 5.4 **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.
- 5.5 **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.

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

5.7 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.

6.0 Other Material Considerations

6.1 City Wide Guidance

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 complements the Sustainable Design and Construction Supplementary Planning Document.

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

Balanced and Mixed Communities – A Good Practice Guide (2006) – Produced by Cambridgeshire Horizons to assist the implementation of the Areas of Major Change.

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.

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

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 and South Cambridgeshire Level 1 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.

Cambridge City Council Draft Air Quality Action Plan 2018-2023 - Sets out Cambridge City Council's priority actions for improving areas of poor air quality in the city and maintaining a good level of air quality in a growing city.

The plan responds to the evidence gathered from air quality monitoring across Cambridge and analysis of the sources of air pollution contributing to the problem. The Identified actions fall in to three main categories: reducing local traffic emissions as quickly as possible to meet national objectives, maintaining pollutant levels below national objectives, and improving public health by reducing population exposure to air pollutants.

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

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.

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

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

Cambridge Sub-Region Culture and Arts Strategy (2006) - Produced by Cambridgeshire Horizons to assist the implementation of the Areas of Major Change.

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

Cambridgeshire County Council Transport Assessment Guidelines (2017) - Provides guidance to applicants, developers, their agents and local authority officers on when a Transport Assessment (TA) is required and what it should contain. It also gives guidance on what information may be required for smaller applications through a Transport Statement (TS).

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.

Cambridgeshire Green Infrastructure Strategy (2011) - Designed to assist in shaping and co-ordinating the delivery of Green Infrastructure in the county, to provide social, environmental and economic benefits now and in the future. It demonstrates how Green Infrastructure can be used to help to achieve four objectives:

- 1) To reverse the decline in biodiversity
- 2) To mitigate and adapt to climate change
- 3) To promote sustainable growth and economic development
- 4) To support healthy living and well-being.

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

Contaminated Land in Cambridge - Developers Guide (2009) – Aims to ensure developers are aware of their responsibilities regarding contaminated land. Outlines the Council's requirements and the information needed in order to assess planning applications.

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

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.

Indoor Sports Facility Strategy 2015-2031 (updated June 2016) – With the Playing Pitch Strategy, forms a guide for the future provision and management of sports pitches, built facilities and community use services to serve existing and new communities in the City and South Cambridgeshire. In line with the NPPF, the strategies set out to evaluate existing built facilities, and assess the future need for sport and active recreation, as the region grows and develops, identifying opportunities for new provision, and the expansion of existing facilities.

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

Playing Pitch Strategy 2015-2031 (updated June 2016) – With the Indoor Sports Facilities Strategy, forms a guide for the future provision and management of sports pitches, built facilities and community use services to serve existing and new communities in the City and South Cambridgeshire. In line with the NPPF, the strategies set out to evaluate existing built facilities, and assess the future need for sport and active recreation, as the region grows and develops, identifying opportunities for new provision, and the expansion of existing facilities.

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.

6.2 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 Plans 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.

Barrow Road Conservation Area Appraisal (2016)

Brooklands Avenue Conservation Area Appraisal (2013)

Cambridge Historic Core Conservation Area Appraisal (2015)

Castle and Victoria Road Conservation Area Appraisal (2012)

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 (2014)

Mill Road Area Conservation Area Appraisal (2011)

Newnham Croft Conservation Area Appraisal (2013)

New Town and Glisson Road Conservation Area Appraisal (2012)

Riverside and Stourbridge Common Conservation Area Appraisal (2012)

Southacre Conservation Area Appraisal (2013)

Storeys Way Conservation Area Appraisal (2018)

Trumpington Conservation Area Appraisal (2010)

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.

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PLANNING

7 November 2018

10.05 am - 3.10 pm

Present:

Planning Committee Members: Councillors Blencowe (Vice-Chair, in the Chair), Baigent, Green, Hart, Hipkin, McQueen, Nethsingha, Page-Croft, Thornburrow and Tunnacliffe

Officers:

Interim Planning Delivery Manager: Eileen Paterson

Principal Planner: Nigel Blazeby

Principal Planner: Tony Collins

Principal Planner: John Evans

Senior Planning Officer: Lewis Tomlinson

Arboricultural Officer: Joanna Davies

Planner: Mairead O'Sullivan

Planner: David Spring

Legal Advisor: Keith Barber

Committee Manager: Toni Birkin

Committee Manager: James Goddard

FOR THE INFORMATION OF THE COUNCIL**18/149/PlanApologies**

Apologies were received from Councillor Smart. Councillor Green was present as the alternate.

18/150/PlanDeclarations of Interest

Name	Item	Interest
Councillor Hipkin	18/152/Plan	Personal: Daughter attends St Mary's School.
Councillor Baigent	18/153/Plan	Personal: Made objections to application prior to this meeting. Undertook to consider the application objectively at this meeting.

Councillor Baigent	18/155/Plan	Personal: a) Member of Cambridge cycling Campaign b) Made comments regarding this application prior to this meeting. Undertook to consider the application objectively at this meeting.
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18/151/PlanMinutes

The minutes of the meeting held on 29 August 2018 were approved as a correct record and signed by the Chair.

18/152/PlanPlanning Report 16/1884/FUL - St Marys School Playing Field

The Committee received an application for full planning permission.

The application sought approval for the demolition of an existing sports pavilion, erection of a new sports pavilion, alterations to an existing car park and a vehicular access, a cycle shelter, new flood-lit artificial surfaced sports pitches and associated soft and hard landscaping.

The Planner updated his report:

- i. Corrected condition 15 (P64). Access would be provided as per drawings.
- ii. Referred to amended recommendations on the amendment sheet.

The Chair referred to 'change of circumstances' document on the amendment sheet.

Ms Avery (Applicant's Representative) addressed the Committee in support of the application.

The Committee:

Resolved (by 8 votes to 1) to approve planning permission, subject to a S106 to secure the community use and subject to referral to the Secretary of State in accordance with the officer recommendation, for the reasons set out in the officer report, and subject to the conditions recommended by the officer plus additional ones set out on the amendment sheet (and below).

Additional condition:

Prior to the first use of the pavilion building, hereby permitted, visibility splays shall be provided each side of the vehicular access. Minimum dimensions to secure the required splays shall be 2.4m, measured along the centre line of the proposed access from its junction with the channel line of the highway carriageway, and 70m, measured along the channel line of the highway carriageway from the centre line of the proposed access. The splays shall be thereafter maintained free from any obstruction exceeding 0.6m above the level of the highway carriageway.

Reason: In the interests of highway safety. (Cambridge Local Plan 2018 policy 81)

Additional informative:

Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

18/153/Plan18/0002/FUL - Planning Report - Romsey Labour Club, Mill Road

The Committee received an application for full planning permission.

The application sought approval for mixed use development comprising a Day Nursery at ground floor and 37 self-contained 1xbed student rooms at the rear and on the upper floors along with a vehicle drop-off zone, disabled car parking space, cycle parking and associated landscaping.

This application is returned to Planning Committee because there has been a key change in the planning policy background since an earlier Committee resolution 28 March 2018 to grant permission. As a result of this change, officers now recommend refusal.

The Principal Planner updated his report (as shown in bold) to supplement/correct details on P75:

3.2 The Cambridge Local Plan 2006 contained a policy.....

3.2a Policy 46 of the Local Plan states:

Proposals for new student accommodation will be permitted if they meet identified.....

The Committee:

Resolved (by 7 votes to 0) to refuse the application for planning permission in accordance with the officer recommendation, for the reason set out in the officer report.

18/154/Plan17/1815/FUL - Planning Report - 143 - 147 Newmarket Road And 149 Newmarket Road

The Committee received an application for full planning permission.

The application sought approval for demolition of No.149 Newmarket Road and existing garage structures, the erection of new buildings producing a total of 11 residential units, the formation of a cafe space (use class A3) on the ground floor of Logic House, brick and tile tinting to Logic House and associated infrastructure and works.

At the 29 August meeting of Planning Committee, Members resolved they were minded to refuse the application, a decision on whether to approve or refuse the application was subsequently deferred under the Adjourned Decision Protocol.

Under the Council's agreed Adjourned Decisions Protocol this application has been brought back to Committee to allow further discussion of reasons for refusal.

A decision could no longer be issued so agreement on the basis for the Statement of Case was required.

The Committee received a representation in objection to the application from the Appointed Person on the Parish Church Council of Christ Church.

The representation covered the following issues:

- i. Referred to his comments made at 29 August 2018 Planning Committee.

- ii. The Church and Logic House site developer were now having fruitful discussions on how to develop the site as a whole. (Note: Applications for *143-147 Newmarket Road* and *149 Newmarket Road* and *Abbey Church* impacted on each other.)

The Committee:

Resolved (by 9 votes to 0) to accept reasons for refusal in line with the Officer recommendation. A decision cannot be issued as an appeal against non-determination has been lodged. The accepted reasons for refusal will form the basis of the Council's statement of case.

18/155/Plan17/1484/OUT - Planning Report Land adjacent to Barnwell Lake

The Chair read the following statement before the considering of this item:

This application now returns to Committee today after its last presentation at Committee on 1st November 2017. At that meeting, pending the submission of further technical information by the applicant, a decision was deferred by initiating the Adjourned Decision Making Protocol. Officers have now advised the Protocol was incorrectly applied because this is a *minor* application; the Protocol applies only to *major* applications. Committee in effect resolved to *defer* its decision. As a consequence the application now comes to you for determination free of the Protocol thus enabling all Members to now participate and vote in its determination. The Protocol does not apply.

The Committee received an application for outline planning permission.

The application sought approval for the erection of a cycle themed cafe with ancillary kitchen, storage area, WCs, bin enclosure and cycle repair outlet along with associated infrastructure including 24 car parking spaces, 100 cycle parking spaces, a partly new and upgraded internal road, public open space and associated picnic/ play areas.

The Committee noted the amendment sheet and the late submissions as detailed by the Planning Officer.

The Committee received representations in support of the application.

The Committee received a representation in objection to the application from a local resident.

The representation covered the following issues:

- i. Application contravenes policy guidelines.
- ii. Wildlife and commercial interests on a limited site would be contradictory use.
- iii. Application was, in essence, for unspecified private use and could be used for any restaurant.
- iv. Green belt deserved to be protected.
- v. There were a number of other places to eat very near this site.

Councillor Johnson (Abbey Ward Councillor) was unable to attend to address the Committee regarding the application so the Chair read out the following statement on his behalf:

I ask that the Planning Committee consider approving this application as I believe that the reasons suggested for refusal do not fully account for the progress made in revising the proposals since the original plans were put forward.

It is clear that much thought and consideration has gone into ensuring the cafe development is sensitive to the surrounding area around Barnwell Lake, including Coldham's Common. The footprint of the proposal has been reduced in size and the scale has also been revised since last considered.

The wider area is due to see up to five thousand cycle movements per day as a consequence of the Chisholm Trail, and the construction of this new facility will positively assist with the promotion of the trail as an important piece of our city's transport infrastructure.

The position of the proposed cafe will bring people to this hitherto neglected part of the city's green and open spaces and, from an ecology standpoint, I am reassured by the applicant's aspiration to not only deliver a sustainable development, but to also allow the facility to act as a catalyst for potential regeneration of the immediate vicinity for flowers and other flora.

Members of the Committee suggested that the development was needed and would enhance the area, encourage cycle use and allow wider public use of the lakeside area. Members took the view that steps could be taken to mitigate any impact on wildlife and flora in the area, through an Ecological Design Statement Condition.

Members noted that the scale of the revised proposal had been reduced and that the corridor will change significantly through the creation of the Chisholm Trail underpass.

The Interim Planning Delivery Manager outlined material considerations in the National Policy Framework which stated that developments within the green belt were by definition inappropriate. She reminded the Committee that, if they were minded to reject the officer's recommendation of refusal, they would need to provide very special circumstances.

The Committee:

Resolved (by 6 votes to 4) to reject the officer recommendation to refuse the application.

Resolved (by 9 votes to 0) an additional condition regarding opening hours of 6am to 8pm.

Resolved (by 7 votes to 3) to approve the application contrary to the officer recommendation for the following reasons, subject to referral to the Secretary of State for the following reasons:

The very special circumstances advanced by Committee include that the development would result in increased recreational use of a private area of Green Belt land which would result in considerable public benefit. The development would support recreational and commuting cyclists and encourage others to make sustainable travel choices in the interests of reducing congestion in the City and promoting wellbeing. This includes expanding opportunities for social interaction and healthy lifestyles, principles set out in paragraph 91 of the NPPF (2018).

The development is considered to provide essential refreshment and cycle repair facilities to meet the needs of users of the Chisholm Trail and the angling club, thereby providing an essential resource for community use at a strategic location along the Trail.

The proposed café facility would increase public access to a private site to the benefit of the surrounding community, this is by reason of the picnic and recreation areas which would be created and a layout which would encourage walking and cycling.

The development would have limited visual impact due to the sunken nature of the site and the low impact design of the building, which includes the single storey design of the building and the use of a green roof. This would ensure the visual impacts of the development would not be harmful and would not conflict with the purposes of including land within the Green Belt.

The very special circumstances are unique to this site because of the combination of the lakeside setting, its relationship with the new Chisholm Trail strategic cycle route and the benefit to the immediate surrounding local community. The development would provide a new facility open to the community which would positively enhance the beneficial use of the land through public access, providing opportunities for recreation, which is a principle set out in paragraphs 91 and 141 of the NPPF (2018). These very special circumstances are considered to clearly outweigh the harm by reason of inappropriate development which satisfies the test of paragraph 144 of the NPPF (2018) and Cambridge Local Plan (2018) policy 4.

Necessary planning conditions include those relating to the ecology and the Ecological Design Statement; 'permitted development' restrictions; hours of use; restrictions on lighting and advertisements; drainage related conditions; Environmental Health conditions; delivery restrictions and a site management plan.

The final drafting of the reason for approval and planning conditions is to be agreed through consultation with Chair, Vice Chair and Spokes.

18/156/Plan18/1414/FUL - Planning Report - Colville Road Garages

The Committee received an application for full planning permission.

The application sought approval for the demolition of existing garages and erection of 3no. affordable dwellings, partial widening of access and associated works.

The Committee:

Resolved (by 9 votes to 0) 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 officers and delegated powers to add informative regarding assisted bin collection and amend accessible housing condition to include a car parking space to meet requirements of Part M4(2).

18/157/Plan18/1309/S73 Planning Report - 2 Barrow Road

The Committee received an application for Section 73 application to vary condition 1.

The Section 73 application sought approval to vary condition 1 (Approved Drawings) of permission 15/0804/FUL (New dwelling to rear of site with access from Trumpington Road) to omit the basement level and ground floor rooflights, enlarge the first floor and install a green roof.

The Committee:

Resolved (by 9 votes to 0) 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 officers.

INFORMATIVE: The developer is encouraged to include hedgehog holes within the boundaries in order to promote biodiversity by allowing the movement of hedgehogs between existing gardens and the development site, which could be agreed under condition 18.

18/158/Plan18/0861/FUL - Planning Report - 7 Durnford Way

The Committee received an application for full planning permission.

The application sought approval for the erection of a two storey dwelling house, following demolition of the existing bungalow.

Sam Hicks (Applicant's Agent) addressed the Committee in support of the application.

The Committee:

Unanimously resolved 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 officers.

18/159/PlanTPO 16/2018 - Report - Selwyn College

The Committee received an application for the...

The Committee received an application to confirm, not to confirm, or confirm subject to modifications the Tree Preservation Order 16/2018 that relates to a Selwyn College, Grange Road.

The Committee:

Unanimously resolved to accept the officer recommendation and grant permission to confirm the TPO that was the subject of the application.

18/160/PlanGeneral Report - Affordable Housing Threshold

The Committee received a report informing Committee about the differences between the affordable housing threshold set out in the Local Plan 2018 (in policy 45 affordable housing), and that in the new National Planning Policy Framework 2018 (NPPF) and recommend that significant weight be given to the national threshold in planning decision making and when planning advice was given.

The Committee:

Resolved (9 votes to 0) to accept the officer recommendation to:

- i. Take note of the different affordable housing thresholds between the adopted Local Plan 2018 (policy 45) and the National Planning Policy Framework 2018 (at paragraph 63 and the glossary); and
- ii. Agree that, for the reasons set out in the in paragraphs 5-16 of the Officer's report, that when determining planning applications and when giving pre-application advice that significant weight will be given to the affordable housing threshold policy set out in the National Planning Policy Framework 2018 (at paragraph 63 and the glossary).

The meeting ended at 3.10 pm

CHAIR

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PLANNING COMMITTEE

9th January 2019

Application Number	18/0859/S73	Agenda Item	
Date Received	25th May 2018	Officer	Lewis Tomlinson
Target Date	24th August 2018		
Ward	Castle		
Site	34-36 Madingley Road Cambridge CB3 0EX		
Proposal	Section 73 application to vary condition 2 (Approved drawings of ref no: 17/0172/FUL (Erection of a residential apartment development to be arranged within two blocks comprising of 10 x 2 bed units and 6 x 1 bed units along with car and cycle parking, hard and soft landscaping following the demolition of the existing buildings on the site) to include changes to the basement layout, introduction of roof lights, increase in height of block (370mm), alterations to windows on second floor units, and changes to the appearance of the east and west elevations.		
Applicant	Madingley Developments Ltd		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The proposed amendments would not significantly alter the design of the original scheme and as such are acceptable; - The proposed alterations would not create any new residential amenity issue or unacceptably exacerbate any existing impacts with the original scheme;
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The properties of No.34 and No.36 Madingley Road are large detached properties located on the northern side of Madingley

Road. To the north-east lies the Conduit Head Bird Sanctuary which is a City Wildlife Site and is designated as a protected open space. To the east of the application site lies the Whitehouse No.1 Conduit Head Road, which is a grade II listed building. The north-east corner of the application site borders Salix, Conduit Head Road which is a Grade II listed building. To the west of the application site are properties No.2, 4 and 6 Lansdowne Road which are detached properties.

- 1.2 The application site falls within the Conduit Head Road Conservation Area. There is a group Tree Preservation Order along the north-western boundary within the site of No.36 Madingley Road and there are individual Tree Preservation Order trees through the centre of the site and towards the north-western boundary. There are also group Tree Preservation Order trees within neighbouring sites to the north-east and east of the site.

2.0 THE PROPOSAL

- 2.1 The proposal is for minor alterations to the layout and external appearance of the approved development (planning permission 17/0172/FUL) which was approved by planning committee on 9th October 2017. The minor alterations are listed below:

2.2 Basement:

- Introduction of two plant rooms adjacent to units F1 and F10;
- The proposed plant rooms would result in the loss of one car parking space; 16 spaces – 17 approved spaces;

2.3 Ground floor:

- Bi-fold doors to units F2, F3, F4, F6, F8, F11, F13 and F15 to be replaced with sliding French doors;
- Introduction of a 1metre wide window to serve kitchen to side (west) elevation of F3;
- 4.4 metres wide window in eastern elevation of F16 serving the kitchen/dining/lounge reduced to 1 metres wide;
- Increase the size of the staircore from 8.8 metres in length to 9.7 metres;

2.4 First floor:

- Bi-fold doors to beds in units F2, F3, F6 and F7 to be replaced with sliding French doors – not change in the size of the aperture;

- Two rooflights on flat roof section to service bedrooms in units F2 and F3 in Block A and units F15 and F16 in Block B;
- New window to eastern (side) elevation of unit F3 in Block A to serve landing area;
- New window to western (side) elevation of unit F16 in Block B to serve landing area;
- Windows to both lift cores removed and replaced with smaller windows moved south;
- Remove approved rooflight and introduction of two rooflights to serve main staircore;

2.5 Second floor:

- Window serving kitchen/diner in unit F5 reduced in width from 4.4 metres to 2.2 metres;
- Replace 3.3 metres wide bi-fold doors in unit F14 of Block B with 2.9 metres wide sliding French doors;
- Increase in the size of the terrace serving unit F14 from 8.95 metres in width 9.2 metres in width;

2.6 The other amendments include:

- Increase the height of both Blocks (A & B) by 370mm in order to accommodate services within the floor build up;
- The stair and lift cores for both Blocks have been made larger; the core serving Block A as approved was 8.8 metres in depth and proposed to be 9.95 metres. No change to the width;

3.0 SITE HISTORY

Reference	Description	Outcome
16/0531/FUL	Erection of a residential apartment development to be arranged within two blocks comprising ten 2xbed units and six 1xbed units along with car and cycle parking and hard and soft landscaping following the demolition of the existing buildings on the site.	WITHDRAWN
16/1973/ADV	Erection of two temporary non-illuminated signs at two locations, on Madingley Road and Huntington Road, Cambridge CB3 0LH, as part of	PERMITTED

17/0172/FUL	the North West Cambridge Development (NWCD). Erection of a residential apartment development to be arranged within two blocks comprising of ten x 2 bed units and 6 x 1 bed units along with car and cycle parking, hard and soft landscaping following the demolition of the existing buildings on the site.	PERMITTED
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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 2018 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge	Local	1, 3, 31, 32, 33, 35, 36, 50, 51, 52, 55, 56, 57, 58, 59, 61, 70, 71, 73, 80, 81, 82, 85

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

Central Government Guidance	National Planning Policy Framework March 2018 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95
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Supplementary Planning Guidance	<p>Sustainable Design and Construction (May 2007)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p> <p>Planning Obligation Strategy (March 2010)</p> <p>Public Art (January 2010)</p>
Material Considerations	<p><u>City Wide Guidance</u></p> <p>Arboricultural Strategy (2004)</p> <p>Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001).</p> <p>Cambridge Landscape and Character Assessment (2003)</p> <p>Cambridge City Nature Conservation Strategy (2006)</p> <p>Criteria for the Designation of Wildlife Sites (2005)</p> <p>Cambridge City Wildlife Sites Register (2005)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Strategic Flood Risk Assessment (2005)</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Cambridge City Council (2011) - Open Space and Recreation Strategy</p>

	<p>Balanced and Mixed Communities – A Good Practice Guide (2006)</p> <p>Cambridgeshire Quality Charter for Growth (2008)</p> <p>Cambridge Walking and Cycling Strategy (2002)</p> <p>Protection and Funding of Routes for the Future Expansion of the City Cycle Network (2004)</p> <p>Cambridgeshire Design Guide For Streets and Public Realm (2007)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p> <p>Air Quality in Cambridge – Developers Guide (2008)</p>
	<p><u>Area Guidelines</u></p> <p>Cambridge City Council (2003)–Western Corridor Area Transport Plan:</p> <p>Conduit Head Road Conservation Area Appraisal (2009)</p> <p>Madingley Road Suburbs and Approaches Study (March 2009)</p>

6.0 CONSULTATIONS

Archaeological Officer

- 6.1 The site has already been subject to an approved archaeological investigation. No further requirements and no objection.

Affordable Housing Officer

- 6.2 There are no implications for affordable housing generated by this application.

Cambridgeshire Airport

- 6.3 No objection.

Cambridgeshire County Council (Highways Development Management)

- 6.4 The Highway Authority has no comment to make upon this application.

Conservation Officer

- 6.5 It is considered that there are no material Conservation issues with this proposal.

Designing Out Crime Officer

- 6.6 Support. No further comments

Drainage Officer

- 6.7 No further comments.

Ecology Officer

- 6.8 No further comments.

Environment Agency

- 6.9 No further comments.

Environment Health Officer

- 6.10 Concern regarding impact of basement plant rooms upon bedroom of apartment F10. Further information regarding noise and vibration impacts required.

In response, the agent has submitted an email dated 30th August 2018 which details the following construction / design parameters of the basement:

Walls between the plant and the flats will be 200mm reinforced concrete

- 100mm steel C studs packed with insulation
- 16mm service void and a plasterboard internal finish
- Mitsubishi acoustic kits are proposed to be installed on the Mitsubishi CAHV heat pumps

Subject to the above being fully implemented and the addition of the 17/0172/FUL application conditions/informatives, I have no objections to the S73.

Landscape Officer

- 6.11 No objection. Based on measurements between the previous layout and the revised layout, the basement appears only to be rearranged and not enlarged. Any enlargement may have resulted in impacts to the surrounding tree and hedgerow boundaries. We are comfortable that the changes are predominantly cosmetic and do not affect the proposed landscape arrangement or any of the existing retained landscape.

Local Lead Flood Authority

- 6.12 The amendment does not appear to have any flood risk or drainage implications therefore we have no comments to make.

Urban Design Officer

- 6.13 On the previous basement plan, 3 disabled parking spaces were shown but these are not indicated on the amended plan. All other amendments are acceptable in design terms.
- 6.14 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:
- Willow House, Conduit Head Road
 - 4 Lansdowne Road
 - 6 Lansdowne Road
 - 8 Lansdowne Road

7.2 The representations can be summarised as follows:

- The building should be smaller, not larger
- The impact of the height on the surrounding area/conservation area (The additional height conflicts with the conservation area document)
- SUD's should be designed so that it does not require run-off
- All windows with direct views into No.'s 2, 4 & 6 should be obscured glazing

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. Context of site, design and external spaces and impact on heritage assets;
2. Residential amenity;
3. Car and cycle parking;
4. Third party representations.

Principle of Development

8.2 The principle has been established through the extant consent 17/0172/FUL which was approved by planning committee on 9th October 2017. Whilst policy has changed with the adoption of the new Cambridge Local Plan (2018), it is only the proposed changes that can be considered against the new local plan policies. Therefore the principle is acceptable subject to the material considerations discussed below.

Context of site, design and external spaces (and impact on the Conservation Area)

8.3 The proposal includes an increase in height of both Blocks (A & B) by 370mm in order to accommodate services within the floor build up. Neighbours have raised concerns about this additional height especially in regards to the impact upon the Conservation Area. The Conservation Officer has been consulted as part of the application and has raised no objection to the increase of the height. Given the nature of the approved development, I do not consider that the increase in height will have an adverse impact upon the Conservation Area. The other

proposed amendments are very minor and do not present any concern.

- 8.4 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 59 and 61.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.5 As the increase in the height of both Blocks (A & B) is only by 370mm, it would not have a significant impact in terms of being overbearing or overshadowing. The proposal includes a new window to eastern (side) elevation of unit F3 in Block A to serve a landing area and a new window to western (side) elevation of unit F16 in Block B to also serve a landing area. A condition is recommended to obscure glaze these windows.
- 8.6 Following the submission of additional information regarding the mitigation of noise of the plant within the basement, Environmental Health have removed their objection. A compliance condition is recommended to ensure these details are implemented. 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 (2018) policies 35, 55 and 56.

Car and cycle parking

- 8.7 The changes to the scheme do not impact on cycle arrangements. The proposal to introduce plant rooms, however would result in the loss of one car parking space. This would result in the proposal providing 16 car parking spaces (previously it was 17). This level of provision would mean 1 car parking space per dwelling is provided with the additional two car parking spaces at ground level. This would comply with the car parking standards set out in appendix L of the Cambridge Local Plan 2018. On the previous basement plan, 3 disabled parking spaces were shown but these are not indicated on the amended plan. I have contacted the agent for clarification and will provide an update on the amendment sheet.
- 8.8 In my opinion the proposal is compliant in this respect with Cambridge Local Plan (2018) policy 82.

Third Party Representations

- 8.9 The majority of the third party representations have been addressed in the main body of this report. Neighbours have raised concerns about the drainage condition and its formal discharge. The Drainage Officer and Lead Local Flood Authority have not raised any objections to the proposed amendments, therefore it is considered that there are no drainage concerns with the proposed amendments.

9.0 CONCLUSION

- 9.1 The proposed amendments are not considered to have an adverse impact upon the Conservation Area or upon the neighbouring properties.

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

1. Conditions 3-37 of planning permission 17/0172/FUL (set out below as conditions 3-24) shall continue to apply to this permission. Where such conditions pertaining to 17/0172/FUL have been discharged, the development of 18/0859/S73 shall be carried out in accordance with the terms of discharge and those conditions shall be deemed to be discharged for this permission also.

Reason: To define the terms of the application.

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 construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 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 2018 policy 35).

4. There shall be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on 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 2018 policy 35).

5. No development shall commence (including any pre-construction, demolition, enabling works or piling), until a written report, regarding the demolition / construction noise and vibration impact associated with this development, has been submitted to and approved in writing by the Local Planning Authority. The report shall be in accordance with the provisions of BS 5228:2009 Code of Practice for noise and vibration control on construction and open sites and include full details of any piling and mitigation measures to be taken to protect local residents from noise and or vibration. The development shall be carried out in accordance with the approved details only.

Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 35).

6. No development shall commence until a programme of measures to minimise the spread of airborne dust from the site during the demolition / construction period has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 36).

7. Prior to the commencement of development/construction, a noise assessment of external and internal noise levels and a noise insulation / attenuation scheme as appropriate, 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) and other mitigation to reduce the level of noise experienced externally and internally at the residential units as a result of high ambient noise levels in the area shall be submitted to and approved in writing by the local planning authority. The scheme shall have regard to the external and internal noise levels recommended in British Standard 8233:2014 "Guidance on sound insulation and noise reduction for buildings".

The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall be retained thereafter.

Reason: In the interests of residential amenity and to comply with policy 35 of the Local Plan 2018.

8. Prior to the commencement of development/construction, details of an alternate ventilation scheme to open windows for the habitable rooms on Madingley Road façade shall be submitted to and approved in writing by the local planning authority. The ventilation scheme shall source air from the rear of the development away from Madingley road. The ventilation scheme shall achieve at least 2 air changes per hour.

The scheme shall be installed before the use hereby permitted is commenced and shall not be altered.

Reason: In the interest of residential amenity and to comply with policy 35 of the Local Plan 2018.

9. Before starting any brick or stone work, a sample panel of the facing materials to be used shall be erected on site to establish the detail of bonding, coursing and colour, type of jointing shall be agreed in writing with the local planning authority. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of development, shall be maintained throughout the development.

Reason: In the interests of the visual amenity of the Conservation Area and to ensure that the quality and colour of the detailing of the brickwork/stonework and jointing is acceptable and maintained throughout the development (Cambridge Local Plan 2018, policy 61).

10. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (eg drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development (Cambridge Local Plan 2018 policies 55, 57 and 59).

11. No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the building(s) is/are occupied and retained thereafter unless any variation is agreed in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure an appropriate boundary treatment is implemented (Cambridge Local Plan 2018 policies 55, 57 and 59).

12. No development shall commence until details of visitor cycle parking are 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 2018 policy 82).

13. Prior to the commencement of the use hereby permitted, the arrangements for the disposal of waste detailed on the approved plans shall be provided and information shall be provided on the management arrangements for the receptacles to facilitate their collection from a kerbside collection point. The approved arrangements shall be retained thereafter.

Reason: To protect the amenities of nearby residents/occupiers and in the interests of visual amenity (Cambridge Local Plan 2018, policy 56 & 57).

14. No development shall take place within the area indicated until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority.

The model condition also indicates:

Developers will wish to ensure that in drawing up their scheme, the timetable for the investigation is included within the details of the agreed scheme.

A brief for the archaeological work can be obtained from the Historic Environment Team, Cambridgeshire County Council upon request.

Reason: Due to the location of the site and in accordance with policy 61 of the Local Plan 2018.

15. i) No development hereby permitted shall be commenced until surface water drainage works have been submitted to and approved in writing by the local planning authority. Before these details are submitted, an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system and identify where surface water is currently discharged for the existing site. The proposed surface water drainage system should be designed such that there is no surcharging for a 1 in 30 year event and no internal property flooding for a 1 in 100 year event + 40% an allowance for climate change. The submitted details shall:
- a. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - b. identify the proposed attenuation feature has been designed to incorporate a 300mm freeboard for the 1 in 100 year + 40% allowance for climate change event and exceedance routes should this overtop;
 - c. provide details of mitigation to the risk of blockage to the outfall control and conveyance features between the swales, and
 - d. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.
- ii) The surface water drainage scheme shall be managed and maintained thereafter in accordance with the agreed details and management and maintenance plan.
- iii) No development hereby permitted shall be commenced until any alterations within third party land have prior approval from the owner and their acceptance submitted to the local planning authority.

Reason: In the interests of drainage and flooding and residential amenity, and to comply with policies 31 and 32 of the Local Plan 2018 and the National Planning Policy Framework 2012.

16. Where soakaways are proposed for the disposal of uncontaminated surface water, percolation tests should be undertaken, and soakaways designed and constructed in accordance with BRE Digest 365 (or CIRIA Report 156), and shall be submitted and approved in writing by the Local Planning Authority. The maximum acceptable depth for soakaways is 2 metres below existing ground level. Soakaways will not be permitted to be located in contaminated areas. If, after tests, it is found that soakaways do not work satisfactorily, alternative proposals must be submitted.

Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer.

Surface water from roads and impermeable vehicle parking areas shall be discharged via trapped gullies.

Reason: In order to comply with policy 32 of the Local Plan 2018 and the National Planning Policy Framework 2012.

17. If during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted and had approved in writing a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason: in the interests of residential amenity and to comply with policies 32 & 33 of the Local Plan 2018 and the National Planning Policy Framework 2012.

18. No unbound material shall be used in the surface finish of the driveway within 6 metres of the highway boundary of the site.

Reason: To avoid displacement of loose material onto the highway in the interests of highway safety (Cambridge Local Plan 2018 policy 81)

19. Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 2015, (or any order revoking, amending or re-enacting that order) no gates shall be erected across the approved vehicular access unless details have first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety (Cambridge Local Plan 2018 policy 81).

20. The access shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway, in accordance with a scheme submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority.

Reason: To prevent surface water discharging to the highway (Cambridge Local Plan 2018 policy 81).

21. Details of how the basement car park will operate to allow vehicles to enter and exit shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety (Cambridge Local Plan 2018 policy 81).

22. The visibility splays and vehicular access arrangements shall be constructed in accordance with drawing number SK04 Rev.A (Proposed access arrangement and visibility)

Reason: In the interests of highway safety (Cambridge Local Plan 2018 policy 81).

23. The manoeuvring area shall be provided as shown on the drawings and retained free of obstruction.

Reason: In the interests of highway safety (Cambridge Local Plan 2018 policy 81).

24. Any redundant vehicle crossover of the footway must be returned to normal footway and kerb at no cost to the Highway Authority.

Reason: For the safe and efficient operation of the public highway (Cambridge Local Plan 2018 policy 81).

25. The access shall be provided as shown on the approved drawings and a width of access of 15 metres provided for a minimum distance of ten metres from the highway boundary and retained free of obstruction.

Reason: In the interests of highway safety (Cambridge Local Plan 2018 policy 81).

26. No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Planning Authority.

Reason: In the interests of highway safety (Cambridge Local Plan 2018 policy 81).

27. Prior to the occupation of the development, a renewable energy statement, which demonstrates that at least 10% of the development's total predicted energy requirements will be from on-site renewable energy sources, shall be submitted to and approved in writing by the local planning authority. The statement shall include the following details:

- a) The total predicted energy requirements of the development, set out in Kg/CO₂/annum; and
- b) A schedule of proposed on-site renewable energy technologies, their respective carbon reduction contributions, location, design and a maintenance programme.

The proposed renewable energy technologies shall be fully installed and operational prior to the occupation of any approved buildings and shall thereafter be maintained in accordance with a maintenance programme, which shall be submitted to and agreed in writing by the local planning authority.

No review of this requirement on the basis of grid capacity issues can take place unless written evidence from the District Network Operator confirming the detail of grid capacity and its implications has been submitted to, and accepted in writing by, the local planning authority. Any subsequent amendment to the level of renewable/low carbon technologies provided on the site shall be in accordance with a revised scheme submitted to and approved in writing by, the local planning authority.

Reason: In the interests of reducing carbon dioxide emissions (Cambridge Local Plan 2018 policy 29).

28. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before development is completed.

The scheme shall be based upon the principles within the agreed Drainage Strategy (GHB Reference: 055/2016/FRA Rev A, dated January 2017) prepared by GHBullard & Associates LLP and shall also include:

- a) Full calculations detailing the existing surface water runoff rates for the QBAR, 33% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events
- b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change) , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;
- c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers
- d) Full details of the proposed attenuation and flow control measures
- e) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
- f) Measures taken to prevent pollution of the receiving groundwater and/or surface water;

The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no flood risk on or off site resulting from the proposed development and to comply with the National Planning Policy Framework 2018.

29. Details for the long term maintenance arrangements for the surface water drainage system (including all SuDS features) to be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the dwellings hereby permitted. The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter.

Reason: To ensure the satisfactory maintenance of unadopted drainage systems in accordance with the requirements of the National Planning Policy Framework 2018.

30. Details of any cranes to be used in the construction of the development shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure they do not penetrate Cambridge Airport's safeguarding surfaces and to comply with policy 83 of the Local Plan 2018.

31. No drainage works shall commence until a surface water management strategy has been submitted to and approved in writing by the Local Planning Authority. No hard-standing areas to be constructed until the works have been carried out in accordance with the surface water strategy so approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent environmental and amenity problems arising from flooding and to comply with policy 32 of the Local Plan 2018 and National Planning Policy Framework 2018.

32. No development shall take place (including any demolition, ground works, site clearance) until a method statement for additional surveys, method statements for demolition and proposed mitigation has been submitted to and approved in writing by the local planning authority. The content of the method statement shall include the:

- a) purpose and objectives for the proposed works;
- b) detailed design(s) and/or working method(s) necessary to achieve stated objectives (including, where relevant, type and source of materials to be used);
- c) extent and location of proposed works shown on appropriate scale maps and plans;
- d) timetable for implementation, demonstrating that works are aligned with the proposed phasing of construction;
- e) persons responsible for implementing the works;
- f) initial aftercare and long-term maintenance (where relevant);
- g) disposal of any wastes arising from works.

The works shall be carried out strictly in accordance with the approved details and shall be retained in that manner thereafter.

Reason: To comply with policy 70 of the Local Plan 2018 and the National Planning Policy Framework 2018.

33. No development, demolition or earth moving shall take place or material or machinery brought onto the site until a method statement for protective fencing and warning signs has been submitted to and approved in writing by the local planning authority. All protective fencing and warning signs must be erected on site and maintained during the construction period in accordance with the approved details.

Reason: To comply with policy 70 of the Local Plan 2018 and the National Planning Policy Framework 2018.

34. The adjoining boundary to the City Wildlife Site (the Wilderness) shall not be externally lit unless otherwise agreed in writing by the local planning authority.

Reason: To comply with policy 70 of the Local Plan 2018 and the National Planning Policy Framework 2018.

35. Prior to commencement and in accordance with BS5837 2012, a phased Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) shall be submitted to the local planning authority for its written approval, before any equipment, machinery or materials are brought onto the site for the purpose of development (including demolition). In a logical sequence the AMS and TPP will consider all phases of construction in relation to the potential impact on trees and detail the specification and position of protection barriers and ground protection and all measures to be taken for the protection of any trees from damage during the course of any activity related to the development, including demolition, foundation design, storage of materials, ground works, installation of services, erection of scaffolding and landscaping.

Reason: To comply with policy 71 of the Local Plan 2018

36. Prior to the commencement of site clearance a pre-commencement site meeting shall be held and attended by the site manager, the arboricultural consultant and Local Planning Authority Tree Officer to discuss details of the approved AMS.

Reason: To comply with policy 71 of the Local Plan 2018

37. The approved AMS and TPP will be implemented throughout the development and the agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with this condition, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority.

Reason: to comply with policy 71 of the Local Plan 2018

38. The following windows shall be fitted with obscured glazing (meeting as a minimum Pilkington Standard level 3 in obscurity) and shall be non-opening unless the part of the window, door or opening is more than 1.7m above the finished floor level of the room in which it is installed. For the avoidance of doubt, these windows are:

- The first floor window on the east facing elevation of Block B serving unit F3
- The first floor window on the west facing elevation of Block A serving unit F16

The development shall be retained as such thereafter.

Reason: In the interests of residential amenity (Cambridge Local Plan 2018 policies 55 and 58).

40. The construction of the basement shall be implemented in accordance with the details outlined in the email dated 30th August 2018 from the agent. For the avoidance of doubt, these details are:

Walls between the plant and the flats will be 200mm reinforced concrete

- 100mm steel C studs packed with insulation
- 16mm service void and a plasterboard internal finish
- Mitsubishi acoustic kits are proposed to be installed on the Mitsubishi CAHV heat pumps

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 36).

INFORMATIVE: Dust condition informative

To satisfy the condition requiring the submission of a program of measures to control airborne dust above, the applicant should have regard to:

-Council's Supplementary Planning Document - "Sustainable Design and Construction 2007":

<http://www.cambridge.gov.uk/public/docs/sustainable-design-and-construction-spd.pdf>

-Guidance on the assessment of dust from demolition and construction http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf

- Air Quality Monitoring in the Vicinity of Demolition and Construction Sites 2012 http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring_construction_sites_2012.pdf

-Control of dust and emissions during construction and demolition - supplementary planning guidance
https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf

INFORMATIVE: The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or being built. Planning consent for a development does not provide a defence against prosecution under this act.

Trees and scrub are likely to contain nesting birds between 1st March and 31st August inclusive. Trees and scrub are present on the application site and are to be assumed to contain nesting birds between the above dates, unless a recent survey has been undertaken by a competent ecologist to assess the nesting bird activity on site during this period and has shown it is absolutely certain that nesting birds are not present.

INFORMATIVE: The applicant has detailed within the Drainage Strategy that the "swale can be subtly incorporated within the landscaping". The Lead Local Flood Authority would require a detailed plan of this proposal as we would need to ensure that the proposed storage can be provided, amongst the proposed/existing trees.

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.

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: 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 applicant's 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: The Highway Authority would accept dedication of any additional land within the visibility splays.

INFORMATIVE: Prior to the commencement of the first use the vehicular access where it crosses the public highway shall be laid out and constructed in accordance with the Cambridgeshire County Council construction specification.

INFORMATIVE: The developer is advised to contact Adrian Shepherd, Project manager, Public transport projects.
Email Address - Adrian.J.Shepherd@cambridgeshire.gov.uk
Phone number - 01223 728110, to discuss potential implications regarding the City Deal Schemes on Madingley Road.

INFORMATIVE: Notwithstanding the provision of the Town and Country Planning General Permitted Development Order 2015 (or any order revoking or re-enacting that Order), any oil storage tank shall be sited on an impervious base and surrounded by oil tight bunded walls with a capacity of 110% of the storage tank, to enclose all filling, drawing and overflow pipes. The installation must comply with Control of Pollution Regulations 2001, and Control of Pollution (Oil Storage) Regulations 2001.

Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

INFORMATIVE: The Cambridgeshire Constabulary Crime Prevention Design Team at Huntingdon would be happy to discuss Secured by Design and measures to mitigate against crime and disorder as the application progresses. They can be contacted at cpdt@cambs.pnn.police.uk

INFORMATIVE: Traffic Management Plan

The principle areas of concern that should be addressed are:

- i. Movements and control of muck away lorries (wherever possible all loading and unloading should be undertaken off the adopted public highway)
- ii. Contractor parking, for both phases (wherever possible all such parking should be within the curtilage of the site and not on street).
- iii. Movements and control of all deliveries (wherever possible all loading and unloading should be undertaken off the adopted public highway)
- iv. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway.

INFORMATIVE: The Disability Panel explained that further improvements could be made however as there are still some stepped areas in the grounds with no ramps. There should also be a WC at the entrance level of the maisonettes. The designers are recommended to explore the option of a through-floor or stairlift for the maisonettes to improve their accessibility. Sliding doors between the living room spaces and the bathrooms would also remove potential conflict.

INFORMATIVE: The applicant is advised that there is a low risk that Great Crested Newt may be present within the development site and that any site clearance could be in contravention of the Wildlife & Countryside Act (1981) without appropriate ecological supervision. All works that have potential to pose a threat, namely demolition, earth moving, site clearance, placement of material or machinery brought onto the site should be under the auspices of a Natural England Protected Species Licence (pursuant to Regulation 53 of The Conservation of Habitats and Species Regulations 2010) authorizing the specified activity/development to go ahead.

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PLANNING COMMITTEE

9th January 2019

Application Number	18/1150/FUL	Agenda Item	
Date Received	1st August 2018	Officer	Lewis Tomlinson
Target Date	26th September 2018		
Ward	Newnham		
Site	31 Barton Road Cambridge CB3 9LB		
Proposal	Extensions and alterations to existing building to form 11 self contained flats, demolition of existing garage/store and erection of 2 residential units, and associated infrastructure and works.		
Applicant	GCR Camprop Six Ltd		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The design and scale of the proposed development would respond sympathetically to the surrounding built form; - The proposed development would not have any significant adverse impact on the residential amenity of the neighbouring occupiers; <p>The proposed development is unlikely to give rise to any significant adverse impact upon on street car parking capacity on the surrounding streets.</p>
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 No.31 Barton Road lies on the south side of Barton Road and comprises a semi-detached three storey building with a basement that currently consists of 4 flats. Vehicular access is along the eastern side of the building, with a gravel area to the rear providing car parking and a garage. To the south and west

are blocks of flats and to the east is a student hostel owned by St Catherine's College.

- 1.2 The site falls within the West Cambridge Conservation Area. There are a number of trees on the site, and a further six trees that lie on land outside the applicants' ownership immediately beyond the eastern boundary. These do not have TPO's but are all protected by virtue of their location within the Conservation Area. There are also a number of protected trees on land beyond the southern and western boundaries of the site.

2.0 THE PROPOSAL

- 2.1 The proposal is for extensions and alterations to the existing building to create 11 self-contained flats, the demolition of the existing garage/store to the rear of the site and the erection of 2 dwellings. In brief, the development includes:

- A three storey extension, with basement, to the rear of No.31.
- Alteration of the existing 'gablet' roof form to a dual-pitched form.
- Two 2-bedroom dwellings, with basement level, to the rear of the site.

- 2.2 The proposal has been amended since submission to increase the size of the amenity areas for the two new build units to the rear and an internal reconfiguration.

- 2.3 It is to be noted that the scheme has been through an extensive pre-application process with officers.

- 2.4 The application is accompanied by the following supporting information:

- Planning Statement
- Drawings
- Transport Statement
- Sunlight and daylight assessment
- Tree survey
- Ecological Appraisal

3.0 SITE HISTORY

3.1 None relevant

4.0 PUBLICITY

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

5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2018 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2018	Local	1, 3, 27, 29, 31, 32, 35, 36, 45, 50, 51, 52, 55, 56, 57, 58, 59, 61, 70, 71, 80, 81, 82, 85

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

Central Government Guidance	National Planning Policy Framework July 2018 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 (Annex A)
Supplementary Planning Guidance	Sustainable Design and Construction (May 2007) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012) Planning Obligation Strategy (March 2010)

Material Considerations	<u>City Wide Guidance</u> Cycle Parking Guide for New Residential Developments (2010)
	<u>Area Guidelines</u> Newnham Croft Conservation Area Appraisal (2013)

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 The proposal makes no off-street parking provision for residents. Recent guidance contained within the National Planning Policy Framework and the IHT guidance on best practice in car parking provision advises that parking provision for new residential development is based upon levels of access to a private car for existing residential uses in the surrounding area. It is advised that the Planning Authority should assess the impact of the proposal in regard to the guidance provided within the National Planning Policy Framework in tandem with the Local Plan Parking Standards. The streets in the vicinity provide uncontrolled parking, and so, as there is no effective means to prevent residents from owning a car and seeking to keep it on the local streets, a more accurate description of the proposal would be “dedicated parking provision-free” rather than “car-free”. The development may therefore impose additional parking demands upon the on-street parking on the surrounding streets and, whilst this is unlikely to result in any significant adverse impact upon highway safety, there is potentially an impact upon residential amenity which the Planning Authority may wish to consider when assessing this application.
- 6.2 Recommends the inclusion of conditions regarding unbound material, surface water run-off, traffic management plan and an informative regarding works within the highway.

Conservation Officer

Proposed – main house

- 6.3 Front elevation – no objections to the reinstatement of the second floor projecting bay “loggia” subject to detailed design, and to reforming the main house roof to a gabled form that is very typical of the area subject to materials.

Rear elevation – the reordering and extension to the rear of the house has now assumed a more suitable scale and form, compared to the pre-application scheme. It continues the gabled form of the rest of the house but does not try to emulate the more decorative aspects of the historic parts. However, this plainness will require very good materials and appropriate detailing to look acceptable.

Proposed – garden units

- 6.4 The revised and more outbuilding-like form of the rear units is a great improvement over the pre-application scheme. Although of a fair-sized footprint, this should be relatively low-key in this setting. The ‘upside-down’ layout gains an increase in volume without great visual impact from within or outwith the site. The proposed materials maintain the outbuilding feel which is welcome.

Overall, no objections subject to conditions relating to materials and joinery.

Developer Contributions Monitoring Officer

- 6.5 National Planning Practice Guidance Paragraph 031 ID: 23b-031-20160519 sets out specific circumstances where contributions for affordable housing and tariff style planning obligations (section 106 planning obligations) should not be sought from small scale development. This follows the order of the Court of Appeal dated 13 May 2016, which gives legal effect to the policy set out in the Written Ministerial Statement of 28 November 2014 and should be taken into account. The guidance states that contributions should not be sought from developments of 10-units or less, and which have a maximum combined gross floorspace of no more than 1000sqm. The

proposal represents a small scale development and as such no tariff style planning obligation is considered necessary.

Drainage Officer

- 6.6 No objection subject to surface water drainage and foul drainage conditions.

Ecology Officer

- 6.7 No objection subject to a bat mitigation method statement condition and a bird box condition.

Environmental Health Officer

- 6.8 No objection subject to the inclusion of conditions regarding construction hours, construction collections, piling, dust, an informative regarding dust.

Landscape Officer

- 6.9 No objection subject to the inclusion of conditions regarding hard and soft landscaping, landscape maintenance and management plan, boundary treatment and tree pits.

Sustainability Officer

- 6.10 No objection subject to renewable energy and water efficiency conditions.

Tree Officer

- 6.11 I confirm that there are no formal objections to the tree removals proposed at number 31 to accommodate the development, as the removals will not have a significant impact on the character or appearance of the area. I am concerned that the submitted arboricultural support lacked a tree survey schedule and did not consider the impact of development on adjacent trees to the south and west. There is a large, mature Monterey Cypress in the grounds of Ashworth Park. The tree's root protection area (RPA) is estimated to extend into the site, which means roots within the RPA will be lost to the development. However given that the loss will occur within a small section of the RPA only, I am satisfied that the shape of

the RPA can be adjusted to exclude the site without reducing the area protected. It is not clear how the proposal will be constructed and from where access will be required. It will be necessary to ensure that access for construction does not conflict with any nearby trees to be retained. For this reason the conditions requiring the submission and implementation of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) are recommended

6.12 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:

- 2 Grange Road
- 29 Barton Road (owned by St Catherine's College)
- South Newnham Neighbourhood Forum

7.2 The representations can be summarised as follows:

- Lack of car parking will increase traffic, pollution, noise and parking issues.
- Disturbance during construction would result in 29 Barton Road having to remain vacant during the period due to noise, dust and reverberation.
- The narrow nature of the access between 29 & 31* Barton Road would result in access to 29 being practically impossible during the construction phase.
- The proposed development would present a significant increase in demand on the underground services in this area. Any interruption to the underground drainage in this area would further render occupation of 29 Barton Road problematic and would prejudice the use of the property.
- 29 Barton Road requests a party wall survey to the west flank of 29 Barton Road.
- The alterations will improve the front façade, and will make it an imposing and good-looking building once again.
- Concerned about the mass and scale of the rear dominating next door Ashworth House.

- Increase of 4 to 11 units is a significant increase resulting in overdevelopment of the site.
- The proposal should be redesigned to reduce the number of units, therefore increasing the potential size of units. To provide accommodation for young people upgrading and/or current older local residents wishing to down-size but still remain in the neighbourhood. This would support policy 51.
- Development of 2 units in the current garden space would result in the loss of amenity for residents, a natural habitat and animal life, and green open space. However, it is currently underused garden behind a very large property, a building divided into flats already and unlikely ever again to be a family home with garden amenity. Another factor is that this garden runs alongside the car park for the block of flats next door, whose end elevation abuts the end of the garden, making it less usable as an amenity at present.

7.3 The representation from 29 Barton Road quotes 27 Barton Road but it is clear that this is a mistake, and that the correct number is 31.

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

8.0 ASSESSMENT

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

1. 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. Drainage
8. Trees and ecology
9. Affordable housing
10. Third party representations

Principle of Development

- 8.2 Policy 3 of the Cambridge Local Plan (2018) states that the majority of new development should be focused in and around the existing urban area, making the most effective use of previously developed land, and enabling the maximum number of people to access services and facilities locally. The proposal is for the conversion of an existing residential property.
- 8.3 As the proposal also includes two additional units to the rear, which is subdividing the plot, policy 52 of the Cambridge Local Plan (2018) applies. Policy 52 states that proposals for development on sites that form part of a garden or group of gardens or that subdivide an existing residential plot will only be permitted where:
- a. the form, height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area;
 - b. sufficient garden space and space around existing dwellings is retained, especially where these spaces and any trees are worthy of retention due to their contribution to the character of the area and their importance for biodiversity;
 - c. the amenity and privacy of neighbouring, existing and new properties is protected;
 - d. provision is made for adequate amenity space, vehicular access arrangements and parking spaces for the proposed and existing properties; and
 - e. there is no detrimental effect on the potential comprehensive development of the wider area.
- 8.4 I consider that the proposal complies with the above five criteria and the reasons for this are set out in the relevant sections of this report. Therefore the principle of development is acceptable subject to material considerations discussed below.

Context of site, design and external spaces (and impact on heritage assets)

- 8.5 The site is located within the West Cambridge Conservation Area. The existing building is three storeys high with a basement. The proposal would involve a three storey extension with further accommodation in the roof and extending the existing basement. The proposed alterations to the front façade and the roof are considered to be acceptable, and contribute

positively to the surrounding character of the Conservation Area. The Conservation Officer has raised no objection to the proposal on conservation grounds subject to the imposition of conditions requiring further details.

- 8.6 The proposed rear additional units are of a single storey scale with basement accommodation with materials that reflect an outbuilding. This ensures that the visual impact would be minimal. The proposal would provide a high quality landscaped shared amenity area. The Landscape Officer was consulted as part of the application and supports the design subject to the imposition of conditions regarding hard and soft landscaping, landscape maintenance and management plan, boundary treatment and tree pits.
- 8.7 It is my opinion the form, height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area and would not constitute overdevelopment. In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 52, 55, 56, 57, 58, 59 and 61.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.8 The proposed extensions would not project further than the existing rear elevation of the adjacent property, Ashworth House and therefore would not have a significant impact upon their residential amenity. The proposed three storey gable projection would be located to the west side of the rear elevation, and away from the other adjacent property, No.29 Barton Road to the east. Therefore the proposal would also not have a significant impact upon their residential amenity. The proposed new dwellings to the rear of the site are single storey and would be located an acceptable distance away from the neighbouring block of flats.
- 8.9 I have assessed below the potential impact on the residential amenity of the surrounding occupiers in terms of overlooking, overbearing sense of enclosure and overshadowing. I am satisfied that the proposed units to the rear due to their orientation, layout and distance from existing dwellings and boundaries, would not have a significant adverse impact on the

residential amenity of the neighbouring occupiers such that it would warrant refusal.

Wider area

- 8.10 Neighbors have raised concerns regarding the impact of noise, dust and reverberation during the construction phase. The Environmental Health Team has recommended various construction related conditions in order to protect the residential amenity of occupiers of properties in the wider area during construction. I accept this advice and have recommended the conditions accordingly. I have considered the impact of additional demand for car parking spaces on residential amenity in the 'car parking' section below. 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 (2018) policies 35, 55 and 56.

Amenity for future occupiers of the site

- 8.11 Policy 50 of the Cambridge Local Plan (2018) sets out internal residential space standards. All the proposed units comply and the majority exceed the standards. In this regard, the units would provide a high quality internal living environment for the future occupants in my opinion. The gross internal floor space measurements for units in this application are shown in the table below:

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m ²)	Proposed size of unit	Difference in size
1	1	1	1	39	42	+3
2	1	1	1	37	42	+5
3	1	1	1	37	42	+5
4	1	2	1	50	52	+2
5	1	2	1	50	55	+5
6	1	2	1	50	50	0
7	1	1	1	39	41	+2
8	1	2	2	58	58	0
9	1	2	1	50	50	0
10	1	1	1	39	40	+1
11	1	1	1	37	51	+14

12	2	3	2	70	76	+6
13	2	3	2	70	76	+6

8.12 Policy 50 of Cambridge Local Plan (2018) states that all new residential units will be expected to have direct access to an area of private amenity space. Within the supporting text of Policy 50, it also states that new homes created through residential conversions should seek to meet or exceed the standards as far as it is practicable to do so.

8.13 Units 12 & 13 are new builds, and therefore both these units have a private amenity area. Where it is practicable, the proposal has provided private amenity areas for units created within the existing building. Both unit 1 & 3, which are two of the basement units, have direct access to a private amenity area. The proposal is for the conversion/extension of an existing building into flats. The introduction of balconies to the rear or side of the building would result in potential overlooking issues, and balconies to the front of the property would be out of keeping with the character of the Conservation Area. Therefore, it is my opinion that in this particular case it is not practicable to provide private amenity space for all the units. It is also to be noted, that the proposal will provide a high quality landscaped shared amenity area for all the occupants to enjoy.

8.14 To ensure that adequate private amenity space is retained for units 12 & 13, I recommended that permitted developments rights are removed for extensions and outbuildings. 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 (2018) policy 50.

8.15 The development has been assessed for compliance with Policy 51 and the new build units, 12 & 13, comply with the requirements of Part M4 (2) of the Building Regulations. I have recommended a condition to secure this requirement. Part M4 (2) of the Building Regulations generally does not apply to dwellings resulting from a conversion or a change of use. Therefore units 1 to 11 are not required to comply with Policy 51 given that they would be created as a result of a conversion.

Refuse Arrangements

- 8.16 The proposed refuse storage would be built into the eastern side elevation of the main building for ease of access. This would provide screening and storage for up to 3220 litres (2x 1280 litre bins and 1 x 660 litre bin). Drag distance would be circa 10m. This would comply with the RECAP Waste Design Guide (2012).
- 8.17 In my opinion the proposal is compliant in this respect with Cambridge Local Plan (2018) policy 57.

Highway Safety

- 8.18 The Highway Authority was consulted as part of the application and does not consider there would be any adverse impact upon highway safety but has raised the issue that the proposal could impose additional parking demands upon the on-street parking on the surrounding streets, this is addressed in the below section regarding car parking. Neighbours have raised concern about the use of the accessway between No's 29 & 31 Barton Road. The Highway Authority has recommended a traffic management plan condition which would address the logistics of construction and various other conditions which are all considered to be necessary.
- 8.19 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

Car Parking

- 8.20 The proposal does not include any car parking on the site. The existing car parking for the site would be lost as a result of the development. Notwithstanding this, the site is located in a very sustainable location on Barton Road which is within Newham and is very accessible. Newham has a variety of shops and services, and the city centre is within walking/cycling distance. There are also multiple bus stops in close proximity to the site.
- 8.21 It is to be noted, at present there are some on-street parking restrictions on the immediate section of Barton Road and also some unrestricted car parking spaces. However, plans to implement a controlled parking zone in Newham which would include the adjacent streets and also Barton Road have been

approved and will be implemented in the near future. In my view, the proposal would not increase parking pressures on nearby streets to an unacceptable degree and would not therefore be detrimental to the amenity of nearby residents.

Cycle Parking

- 8.22 The proposal includes 20 cycle parking spaces. However, the proposal provides bed spaces for 22 people. As there is adequate space within the site to accommodate further cycle parking, I have recommended a condition requesting further details of cycle storage to be submitted.
- 8.23 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 82.

Integrated water management and flood risk

- 8.24 A flood risk assessment was submitted with the application. The Drainage Team has advised that a surface water drainage strategy and foul drainage details can be secured by condition in this case. These conditions are therefore recommended. In my opinion, the proposal is compliant with the paragraph 163 of the National Planning Policy Framework (2018) and policy 31 of the Cambridge Local Plan (2018).

Trees & Ecology

Trees

- 8.25 There a number of trees on the site and surrounding the site. The Tree Officer has been consulted as part of the proposal and has raised no objections to the proposed removal of trees on the site as it will not have a significant impact on the character or appearance of the area. However, the submitted arboricultural report did not consider the impact of the development on the adjacent trees to the south and west of the site.
- 8.26 There is a large, mature Monterey Cypress in the grounds of Ashworth Park. The tree's root protection area (RPA) is estimated to extend into the site, which means roots within the RPA will be lost to the development. However given that the loss will occur within a small section of the RPA only, the Tree

Officer is satisfied that the shape of the RPA can be adjusted to exclude the site without reducing the area protected. It is not clear how the proposal will be constructed and whether access will be required from the south west of the site. It will be necessary to ensure that access for construction does not conflict with any nearby trees to be retained. For these reasons, the Tree Officer has recommended conditions regarding the submission of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) and a compliance condition. In my opinion, subject to these conditions, the proposal is compliant with Cambridge Local Plan (2018) policy 71.

Ecology

- 8.27 The Ecology officer has been consulted as part of the application and raised no objections subject to a bat mitigation method statement condition and a bird box condition. The proposal would therefore be in accordance with Policy 70 of the Cambridge Local Plan (2018).

Affordable Housing

- 8.28 The proposed development is for a scheme of 13 units. As there are currently 4 dwellings on the site, the proposal would result in a net increase of 9 dwellings. Policy 45 of the Cambridge Local Plan (2018) states that affordable housing provision should be calculated on the basis that the thresholds are to be considered against the net increase in the number of units on the site. As the proposed net increase of units on the site would be below the threshold, there is no policy basis to require affordable housing provision as part of this application.
- 8.29 In my opinion the proposal is compliant with policy 45 of the Cambridge Local Plan (2018).

Third Party Representations

- 8.30 No.29 Barton Road have requested a party wall survey, this is not something that can be requested as part of a planning application as it is covered by other legislation. I have dealt with the rest of the third party representations in the preceding paragraphs.

9.0 CONCLUSION

- 9.1 The proposed alterations and extensions to the existing property to form 11 dwellings and the erection of 2 new dwellings are not considered to have an adverse impact upon the Conservation Area. The proposal would not result in an adverse impact upon neighbouring properties and would provide an acceptable level of amenity for future occupiers.

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 91 of the Town and Country Planning Act 1990 (as amended by 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 brickwork is to be erected until the choice of brick, bond, mortar mix design and pointing technique have been submitted to and approved in writing by the local planning authority by means of sample panels prepared on site. The approved panels are to be retained on site for the duration of the works for comparative purposes, and development must take place only in accordance with the approved details.

Reason: To avoid harm to the special interest of the Conservation Area (Cambridge Local Plan 2018, policy 61).

4. No roofs shall be constructed until full details of the type and source of roof covering materials and the ridge, eaves and hip details, if appropriate, have been submitted to the local planning authority as samples and approved in writing. Roofs shall thereafter be constructed only in accordance with the approved details.

Reason: To avoid harm to the special interest of the Conservation Area (Cambridge Local Plan 2018, policy 61).

5. Prior to the installation of rooflights on the existing building, full details of proprietary rooflights to be submitted to and approved in writing by the LPA [types which stand proud of the plane of the roof ("velux") are unlikely to be approved; "conservation" types may be appropriate]. Rooflights shall be installed thereafter only in accordance with the approved details.

Reason: To avoid harm to the special interest of the Conservation Area (Cambridge Local Plan 2018, policy 61).

6. Prior to any external works on the existing main building, large scale drawings of details of new / altered sills, lintels, jambs, transoms, mullions, thresholds, etc. to be submitted to and approved in writing by the LPA. Sills, lintels, jambs, transoms, mullions, thresholds, etc. shall be installed thereafter only in accordance with the approved details.

Reason: To avoid harm to the special interest of the Conservation Area. (Cambridge Local Plan 2018, policy 61)

7. Prior to the installation of new joinery within the existing main building, the means of finishing of the 'reveal' is to be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details. All new joinery [window frames, etc.] shall be recessed at least 50 / 75mm back from the face of the wall / façade.

Reason: To avoid harm to the special interest of the Conservation Area (Cambridge Local Plan 2018, policy 61).

8. No new, replacement or altered external joinery shall be installed, nor existing historic joinery removed on the existing main building, until drawings at a scale of 1:20 of all such joinery (doors and surrounds, windows and frames, 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 Conservation Area (Cambridge Local Plan 2018, policy 61).

9. Prior to any external works on the existing main building, full details, including visible surface finishes, copings, etc., of all retaining walls to underground ramps, lightwells and the like are to be submitted to and approved in writing by the LPA. Thereafter the development shall be undertaken in accordance with the agreed details unless the LPA agrees to any variation in writing.

Reason: To avoid harm to the special interest of the Conservation Area (Cambridge Local Plan 2018, policy 61).

10. Prior to the construction of Second Floor front bay ["the loggia"] on the front elevation, full details of the construction and external finishes to the extension to the Second Floor front bay ["the loggia"] are to be submitted to and approved in writing by the LPA. Thereafter the development shall be undertaken in accordance with the agreed details unless the LPA agrees to any variation in writing.

Reason: To avoid harm to the special interest of the Conservation Area (Cambridge Local Plan 2018, policy 61).

11. Prior to any external works to existing main building, Full details of all external non-masonry wall materials and finishes are to be submitted to and approved in writing by the LPA. Non-masonry walls, etc. shall be created thereafter only in accordance with the approved details.

Reason: To avoid harm to the special interest of the Conservation Area (Cambridge Local Plan 2018, policy 61).

12. A full photographic record is to be made depicting the existing building and a copy of the record deposited with each of the following organisations: the Cambridgeshire Collection of the Central Library, Lion Yard, Cambridge; the County Archive, Shire Hall, Castle Hill, Cambridge and the Local Planning Authority. The precise nature and number of the photographs to be taken is to be agreed in advance with the LPA and the format in which they are to be displayed, titled, etc. is to be agreed with the LPA before the deposit is made.

Reason: To record the special interest of the Conservation Area (Cambridge Local Plan 2018, policy 61).

13. No development hereby permitted shall be commenced until a surface water drainage scheme for the site, based on sustainable drainage principles and in accordance with Cambridge City Council local plan policies, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is occupied.

The scheme shall be based upon the principles within the agreed Surface Water Drainage Strategy prepared by MTC Engineering (ref: MJB/2149) dated 12 November 2018 and shall also include:

- a) Details of the existing surface water drainage arrangements including runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;
- b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with a schematic of how the system has been represented within the hydraulic model;
- c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
- d) A plan of the drained site area and which part of the proposed drainage system these will drain to;
- e) Full details of the proposed attenuation and flow control measures;

- f) Site Investigation and test results to confirm infiltration rates;
- g) Temporary storage facilities if the development is to be phased;
- h) A timetable for implementation if the development is to be phased;
- i) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
- j) Full details of the maintenance of the surface water drainage system;
- k) Measures taken to prevent pollution of the receiving groundwater and/or surface water
- l) Formal agreement from a third party if discharging into their system is proposed, including confirmation (and evidence where appropriate) that sufficient capacity is available.

The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG.

Reason: To ensure appropriate surface water drainage (Cambridge Local Plan 2018 policies 31 and 32).

14. No building hereby permitted shall be occupied until foul water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority.

Reason: To ensure appropriate surface water drainage (Cambridge Local Plan 2018 policies 31 and 32).

15. No development shall take place (including any demolition, ground works or site clearance) until a bat mitigation method statement has been submitted to and approved in writing by the local planning authority. The content of the method statement shall include the:

- a) Purpose and objectives for the proposed works;
- b) Detailed design(s) and/or working method(s) necessary to achieve stated objectives (including, where relevant, type and source of materials to be used);

- c) Extent and location of proposed works shown on appropriate scale maps and plans;
- d) Timetable for implementation, demonstrating that works are aligned with the proposed phasing of construction;
- e) Persons responsible for implementing the works;

The works shall be carried out strictly in accordance with the approved details and shall be retained in that manner thereafter.

Reason: To protect local wildlife (Policy 70 of the Cambridge Local Plan (2018).)

16. No development shall commence until a plan has been submitted to and approved in writing by the Local Authority detailing the proposed specification, number and locations of internal and / or external bird boxes on the new buildings. The installation shall be carried out and subsequently maintained in accordance with the approved plans.

Reason: to provide ecological enhancements for protected species on the site (Policy 70 of the Cambridge Local Plan 2018).

17. No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 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 2018 policy 35).

18. There shall be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on 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 2018 policy 35).

19. In the event of the foundations for the proposed development requiring piling, prior to the development taking place, other than demolition, the applicant shall provide the local authority with a report / method statement for approval detailing the type of piling and mitigation measures to be taken to protect local residents from noise and/or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS 5228-1&2:2009 Code of Practice for noise and vibration control on construction and open sites. Development shall be carried out in accordance with the approved details.

Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

Reason: To protect the amenity of the adjoining properties (Cambridge Local Plan 2018 policy 35).

20. No development shall commence until a programme of measures to minimise the spread of airborne dust from the site during the demolition / construction period has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 36).

21. No development above ground level, other than demolition, shall commence until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing by the Local Planning Authority. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development (Cambridge Local Plan 2018 policies 55, 57 and 59).

22. Prior to first occupation or the bringing into use of the development, hereby permitted, a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscaped areas, other than small privately owned domestic gardens, shall be submitted to and approved in writing by the Local Planning Authority. The landscaped areas shall thereafter be managed in accordance with the approved details.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is maintained as part of the development (Cambridge Local Plan 2018 policies 55, 57 and 59).

23. No development above ground level, other than demolition, shall commence until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatments to be erected. The boundary treatment shall be completed in accordance with the approved details prior to the first occupation or the bringing into use of the development (or other timetable agreed in writing by the Local Planning Authority) and retained as approved thereafter.

Reason: To ensure an appropriate boundary treatment is implemented in the interests of visual amenity and privacy (Cambridge Local Plan 2018 policies 55, 57 and 59).

24. No development shall take place until full details of all tree pits, including those in planters, hard paving and soft landscaped areas have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development (Cambridge Local Plan 2018 policies 55, 57, 59 and 70).

25. The approved renewable energy technologies shall be fully installed and operational prior to the first occupation of the development and shall thereafter be retained and remain fully operational in accordance with a maintenance programme, which shall be submitted to and agreed in writing by the local planning authority.

No review of this requirement on the basis of grid capacity issues can take place unless written evidence from the District Network Operator confirming the detail of grid capacity and its implications has been submitted to, and accepted in writing by, the local planning authority. Any subsequent amendment to the level of renewable/low carbon technologies provided on the site shall be in accordance with a revised scheme submitted to and approved in writing by, the local planning authority

Reason: In the interests of reducing carbon dioxide emissions and to ensure that the development does not give rise to unacceptable pollution (Cambridge Local Plan 2018 policy 29).

26. Prior to the occupation of the first dwelling, a water efficiency specification for each dwelling type, based on the Water Efficiency Calculator Methodology or the Fitting Approach sets out in Part G of the Building Regulations 2010 (2015 edition) shall be submitted to the local planning authority. This shall demonstrate that all dwellings are able to achieve a design standard of water use of no more than 110 litres/person/day and that the development shall be carried out in accordance with the agreed details.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 policy 31 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

27. Prior to commencement and in accordance with BS5837 2012, a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) shall be submitted to the local planning authority for its written approval, before any tree works are carried and before equipment, machinery or materials are brought onto the site for the purpose of development (including demolition). In a logical sequence the AMS and TPP will consider all phases of construction in relation to the potential impact on trees and detail tree works, the specification and position of protection barriers and ground protection and all measures to be taken for the protection of any trees from damage during the course of any activity related to the development, including supervision, demolition, foundation design, storage of materials, ground works, installation of services, erection of scaffolding and landscaping.

Reason: To satisfy the Local Planning Authority that trees to be retained will be protected from damage during any construction activity, including demolition, in order to preserve arboricultural amenity in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.

28. The approved tree protection methodology will be implemented throughout the development and the agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with approved tree protection plans, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority. If any tree shown to be retained is damaged, remedial works as may be specified in writing by the local planning authority will be carried out.

Reason: To satisfy the Local Planning Authority that trees to be retained will not be damaged during any construction activity, including demolition, in order to preserve arboricultural amenity in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.

29. If any tree shown to be retained on the approved tree protection methodology is removed, uprooted, destroyed or dies within five years of project completion, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

Reason: To satisfy the Local Planning Authority that arboricultural amenity will be preserved in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.

30. For units 12 & 13, notwithstanding the provisions of Schedule 2, Part 1, Classes A and E of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification): the enlargement, improvement or other alteration of the dwellinghouses; and the provision within the curtilage of the dwellinghouses of any building or enclosure, swimming or other pool, shall not be allowed without the granting of specific planning permission.

Reason: To ensure sufficient amenity space is retained for future occupiers of the dwelling, to protect the character of the area and to protect the amenity of neighbouring occupiers (Cambridge Local Plan 2018 policies 52 and 57).

31. The dwellings hereby approved shall not be occupied until details of facilities for the covered, secured parking of bicycles for use in connection with the development hereby permitted have been submitted to and approved by the local planning authority in writing. The approved facilities shall be provided in accordance with the approved details before dwellings are occupied.

Reason: To ensure appropriate provision for the secure storage of bicycles (Cambridge Local Plan 2018 policies 55, 56, and 82).

32. Notwithstanding the approved plans, units 12 & 13, hereby permitted, shall be constructed to meet the requirements of Part M4(2) 'accessible and adaptable dwellings' of the Building Regulations 2010 (as amended 2016).

Reason: To secure the provision of accessible housing (Cambridge Local Plan 2018 policy 51).

33. The driveway hereby approved shall be constructed using a bound material for the first 6m from the back of the adopted public highway, to prevent debris spreading onto the adopted public highway. Once constructed the driveway shall thereafter be retained as such.

Reason: In the interests of highway safety (Cambridge Local Plan 2018 policy 81).

34. The driveway hereby approved shall be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway. Once constructed the driveway shall thereafter be retained as such.

Reason: To prevent surface water discharging to the highway, in the interests of highway safety (Cambridge Local Plan 2018 policy 81).

35. No demolition or construction works shall commence on site until a traffic management plan has been submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: in the interests of highway safety (Cambridge Local Plan 2018 Policy 81)

INFORMATIVE: Dust condition informative

To satisfy the condition requiring the submission of a program of measures to control airborne dust above, the applicant should have regard to:

-Council's Supplementary Planning Document - "Sustainable Design and Construction 2007":

<http://www.cambridge.gov.uk/public/docs/sustainable-design-and-construction-spd.pdf>

-Guidance on the assessment of dust from demolition and construction http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf

-Air Quality Monitoring in the Vicinity of Demolition and Construction Sites 2012 http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring_construction_sites_2012.pdf

-Control of dust and emissions during construction and demolition - supplementary planning guidance https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf

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 applicant's 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.

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.

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.

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PLANNING COMMITTEE

9th January 2019

Application Number	18/1372/CAP18	Agenda Item	
Date Received	17th August 2018	Officer	Philippa Kelly
Target Date	12th October 2018		
Ward	Romsey		
Site Proposal	Mill Road Bridge Mill Road Cambridge Application for Prior Approval under Part 18 for construction of new gated east side stairway from Mill Road to provide access to train drivers walkway, including alterations to arches 5 and 6 to facilitate new sidings, walkway and passive provision for Chisholm Trail.		
Applicant	Steve Taylor 5th Floor 1 Eversholt Street London NW1 2DN		

SUMMARY	<p>The development requiring Prior Approval is acceptable within the constraints of Part 18 of the GPDO, for the following reasons:</p> <ol style="list-style-type: none"> 1. The application cannot reasonably be carried out elsewhere on the land. 2. The design and external appearance of the proposals would not have an adverse impact on the amenity of the neighbourhood.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 Mill Road is a two lane unclassified road which runs south-east from near to Parker's Piece (at the junction with Gonville Place, East Road and Parkside), to Perne Road. Mill Road Bridge carries the road, with footpaths on both sides, over the railway line. It is situated between the junctions of Devonshire Road/Kingston Street to the west, and Argyle Street/Great Eastern Street to the east.

- 1.2 The bridge is a thirteen span structure. The centre span of the bridge comprises a metallic deck with steel parapets, which crosses four Overhead Line Equipment (OHLE) railway tracks. The remaining spans are masonry arches which reach from the top of brick abutments and piers of varying heights. These spans are located on either side of the metallic bridge (Spans 1 to 6 on the east approach and Spans 8-13 on the west approach).
- 1.3 The application site falls within the Mill Road Conservation Area.

2.0 THE PROPOSAL

- 2.1 This is a Prior Approval application for the construction of a new gated staircase from the south side of Mill Road Bridge. The staircase will provide access to a train drivers' walkway at track level. The staircase will be approximately 21 metres long, and be constructed of steel.
- 2.2 The works also include alterations to bridge arches 5 and 6, to facilitate the provision of the drivers' walkway, and a new bypass railway line. As part of the alterations, passive provision is also being made for the Chisholm Trail pedestrian/cycleway.
- 2.3 The new bypass line will connect the existing stabling sidings and new carriage washer north of the bridge. It will utilise an existing masonry arch on the eastern approach of Mill Road Bridge. This will be modified by replacing the barrel arch with a reinforced concrete portal structure. Another masonry arch currently used as storage room by Network Rail is to be converted to enable the provision of the drivers' walkway. This will be separated from the pedestrian/cycleway by a palisade fence.
- 2.4 The application is accompanied by the following supporting information:
1. Covering letter
 2. Plans and drawings.

Amendments

- 2.5 During the course of the application, the scheme was amended.

The proposed staircase canopy has been removed from the scheme. The palisade fencing separating the driver's walkway from the pedestrian/cycle way has also been amended to reflect continuous separation.

3.0 SITE HISTORY

None relevant.

4.0 PUBLICITY

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

Officer note: There is no requirement for the Local Planning Authority to advertise this type of Prior Approval application under the relevant planning legislation. The consultation which has been undertaken goes beyond that which is statutorily required.

5.0 LEGAL AND PLANNING POLICY CONTEXT

- 5.1 Network Rail has substantial Permitted Development rights under Part 18 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (GPDO). This allows development that has been authorised by a local or private Act or Parliament. In the case of Network Rail, these are the nineteenth century Acts of Parliament under which the Railway was built.
- 5.2 The Railway Clauses Consolidation Act 1845 confers powers for the Railway Company and its successors in title (now Network Rail) to construct works such as bridges, tunnels and embankments, etc as the Company saw fit, and from time to time repair or discontinue the works, and substitute others in their stead. The applicant has confirmed that the section of line in question was authorised by the Eastern Counties Railway (Brandon and Peterborough Extension) Act 1844. The subsequent Great Eastern Railway Act 1862 applied the Railways Clauses Consolidation Act 1845 (RCC Act 1845) general provisions to all of the Great Eastern Railway.

- 5.3 Officers are satisfied that the works to Mill Road bridge can be dealt with as a Prior Approval application under Part 18 of the GPDO, and do not require express planning permission, subject to the limitations set out in the GPDO.
- 5.4 Part 18 of the GPDO requires Prior Approval of the detailed plans and specifications to be obtained from the Local Planning Authority. It details that only the following can be considered:
- Location.
 - Design or external appearance of a development.
- 5.5 The GPDO goes on to state that development is not to be refused, nor are conditions to be imposed unless:
- i. The development ought to be and could reasonably be carried out elsewhere on the land; and
 - ii. The design or external appearance of any building or bridge would injure the amenity of the neighbourhood and is reasonably capable of modification to avoid such injury.
- 5.6 It follows that unless the Local Planning Authority considers that the location of the development is wrong, or the appearance adversely affects the amenity of the neighbourhood, Prior Approval must be granted. With this in mind, the application has been assessed against the following planning policies, as far as they are material to the proposals under Part 18 of the GPDO:

6.0 POLICY

6.1 Central Government Advice

National Planning Policy Framework 2018
Planning Practice Guidance 2014 (as amended)

6.2 Cambridge Local Plan 2018

Policy 1: The presumption in favour of sustainable development.

Policy 24: Mill Road Opportunity Area.

Policy 55: Responding to context.

Policy 56: Creating successful places.

Policy 58: Altering and extending existing buildings.

6.3 Supplementary Planning Documents

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

6.4 City Wide Guidance

Area Guidelines

Mill Road Area Conservation Area Appraisal (2011)

7.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Control)

Amended Scheme

- 7.1 The additional information provided by the Applicant does not alter the Highway Authority's previous comments.

Application as Submitted

- 7.2 Comments. The proposed works will involve the temporary closure of Mill Road. Mill Road represents a significant traffic route within the City of Cambridge and its closure will undoubtedly have a potentially significant impact on the wider travelling public.
- 7.3 While the Highway Authority has no objection to the works in principle the developer should engage as early as practical with the Highway Authority via its Street Works Section to arrange suitable temporary traffic regulation orders and to negotiate the most appropriate time frame for undertaking the works when the impact on the travelling public is kept to the minimum.

Urban Design and Conservation team

Application as Amended

- 7.4 The revised proposal has removed the stairway canopy in line with our previous suggestion. The application is now considered acceptable in Urban Design terms.

Application as Submitted

- 7.5 The proposals for the new stairway are generally considered to be acceptable in design terms. Suggests that the proposed canopy is removed to reduce the visual intrusion of the stairway above the existing parapet on Mill Road Bridge.

Conservation Officer

Application as Amended

- 7.6 Comments. The development proposed is acceptable. The Applicant has responded to the previous comments made by the Conservation Team and have removed the canopy over the stairway. This application is now considered to be acceptable in terms of its impact on the character and appearance of the Conservation Area in this location.

Application as Submitted

- 7.7 Comments. The alterations to the arches for the new sidings, walkway and the Chisholm Trail are supported as being appropriate to this location. The new stairway is acceptable in terms of location, treatment of the bridge and materials. The canopy over the stairway is not justified through the application documents and it is considered that it will have a detrimental effect on the character and appearance of the conservation area. By having a canopy, it makes the stairway very noticeable, drawing the eye. If it did not have the canopy, as the one on the west side does not, it melts into the background further, becomes part of the railway's infrastructure. Recommends refusal.
- 7.8 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.

8.0 REPRESENTATIONS

8.1 The application (as submitted) has been called in by Cllr Baigent for determination by Planning Committee, due to concerns over the design and external appearance of the staircase and bridge, and public concern.

8.2 Representations have been received from the owners/occupiers of the following addresses have made representations:

- 73 Brampton Road
- 3 Emery Street
- 74 Catharine Street
- 102 Hemingford Road
- 6 Hertford Street
- 57 Mill Road
- 33 Perowne Street
- 8 Wetenhall Road
- 2 Willis Road
- The Cambridge Blue, 85-87 Gwydir Street
- 7 Heffer Close, Stapleford

8.3 The representations can be summarised as follows:

Design Issues

- Bridge footway should be widened as part of the works.
- Proposals for the Chisholm Trail should be reviewed in terms of segregation, width and positioning.
- Location of the drivers' walking route should be reviewed.

Highways Issues

- Impact of closure of Mill Road Bridge.
- Full justification of closure on the grounds of engineering and public safety should be required.
- Diversionary route for foot and pedal cycle traffic unacceptable.
- Failure to provide a temporary foot/cycle bridge.
- Failure to make provision for bus services along Mill Road and Petersfield.

- Need to ensure direct pedestrian and cycle access at all times from Romsey ward to the east to Petersfield to the west.
- Financial penalties should be imposed if the work overruns.
- Alternative solutions should be considered which reduce the length of time of bridge closure.

Economic Issues

- Impact of closure of Mill Road Bridge on viability of independent traders of Mill Road

Other Issues

- Stakeholders being involved in the proposals too late in the day – additional consultation should be carried out by Applicant.
- Online documents not accessible at all times.
- Social impacts arising from closure of bridge.
- No quantification of impacts of the bridge closure.
- Application has not been subject to proper assessment under the Environmental Impact Regulations 2017.
- Public consultation has not followed the accepted protocol for major applications.

8.4 A representation has also been received on behalf of Camcycle, objecting to the application on the following grounds:

- Proposals would compromise safety for users of the future Chisholm Trail, and as such be contrary to Policy 80 of the Local Plan (Supporting sustainable access to development).
- Width of Chisholm Trail through railway arch is too small.
- Applicant should re-configure the space underneath the bridge so that the entire arch is used for the Chisholm Trail.
- Footways on the Mill Road Bridge should be widened.

8.5 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.

9.0 ASSESSMENT

9.1 In accordance with Part 18 of the GPDO, the following matters are material to this assessment:

- Siting.
- Design and external appearance.

Siting

9.2 The proposed works are taking place within the context of other works at Cambridge Rail Station. The expansion of the existing reception sidings to the south of the Mill Road Bridge are being proposed by Network Rail and Govia Thameslink Railway (GTR), as part of a wider Cambridge Traction and Rolling Stock Maintenance Depot project. This is considered to be material to the siting of the proposals.

9.3 The proposed works is dictated by the existing bridge and railway line. It is considered that the proposed location of the staircase, immediately adjacent to the existing bridge, is reasonable, and that there is no particular reason why this should be positioned elsewhere. With regard to the other works which form part of the proposals, there is no evidence that the development ought to be and could reasonably be carried out elsewhere on the land. On this basis, the application is considered acceptable in terms of siting.

Design and Appearance

9.4 The proposed staircase is a modern structure which would be seen in the context of the railway bridge. During the course of the application, the Applicant made amendments to the scheme in response to detailed design issues raised during the consultation process. A canopy was removed from the staircase, following concerns that it would be overly prominent and particularly visible from the bridge

9.5 The Council's Urban Design and Conservation Officers have reviewed the revised proposals, and have confirmed the acceptability of the amendments in design terms.

- 9.6 During the course of the application, a number of additional design issues were raised by third parties. These are considered in further detail below.

Widening of Mill Road Bridge

- 9.7 It is acknowledged that the existing footway on the Mill Road bridge is narrow (approximately 1.5m), and that extending the width of the footways would improve the existing situation, given the number of users.
- 9.8 Whilst accessibility is outside the scope of the considerations identified under Part 18 of the GPDO, the Applicant has been asked to consider extending the width of the footways. Officers are advised that this would not be feasible, given that the works do not extend over the full length of the bridge. The Local Planning Authority is unable to exercise any further control over this matter given the application context.

Summary

- 9.9 On this basis, of the above evaluation, it is considered that the proposals are acceptable with regard to design, and would not injure the amenity of the neighbourhood.

Other Issues

- 9.10 A number of wider issues have been raised by third parties during the course of the application. These are considered in further detail below.

Closure of the Mill Road Bridge

- 9.11 The proposed works will require the closure of the Mill Road Bridge, for a period of approximately eight weeks. The closure will require the submission of a Traffic Regulation Order to Cambridgeshire County Council. Cambridge City Council as Local Planning Authority has no direct control over the closure.
- 9.12 Both Network Rail and Govia Thameslink have been working closely with the local community, elected Members and officers from the City and County Councils, to ensure that the impacts of the bridge closure are mitigated as much as possible.

- 9.13 At the time of writing this report, the date of the closure had not been confirmed. It is anticipated that the closure will take place during July/August 2019. The Applicant has confirmed that regular pedestrian and cycle access will be provided during the closure, by way of a temporary foot bridge.

Chisholm Trail

- 9.14 The Chisholm Trail is a new walking and cycling route funded by the Greater Cambridge Partnership, which will create a mostly off road and traffic free route. It will provide a 26 kilometer route from Trumpington and Addenbrookes to St Ives. The central section from Cambridge central train station to Cambridge North train station is a 3.5 kilometer route.
- 9.15 Passive protection for the Chisholm Trail under Mill Road Bridge is made as part of the works proposed by this application. Third party representations have requested that the width of the trail under the bridge is widened, and suggested that the drivers' walking route could share the Chisholm Trail with the public.
- 9.16 The Applicant is under no obligation to deliver any provision for the Chisholm Trail as part of this application, and other improvements to the Chisholm Trail referred to by third parties is not within the scope of this project. The passive provision proposed by this application is the result of negotiations which have been taking place for some time between the County Council, Govia Thameslink Rail and Network Rail. Officers understand that for safety reasons, the segregation of the operational boundary of the railway must be maintained, and the drivers' walkway protected.

Public Consultation/Stakeholder Engagement

- 9.17 As confirmed in Paragraph 4.1 above, officers are satisfied that the public consultation carried out for the purposes of this Prior Approval application was appropriate for this type of application.
- 9.18 Officers note the third party criticisms regarding the lack of involvement of stakeholders in the Applicant's proposals, particularly given that the works will require the temporary closure of Mill Road Bridge. The Applicant has confirmed a commitment to keeping stakeholders updated on the project as

it progresses. A number of public meetings have been held by the Applicant, since the Prior Approval application was submitted to the Local Planning Authority, with a view to addressing the main concerns raised. Newsletters have also been produced and distributed locally.

Environmental Impact Assessment (EIA) Regulations 2017

- 9.19 The EIA Regulations 2017 do not apply to Prior Approval applications. As such, there is no requirement to assess the application proposals in accordance with the Regulations.

Conclusion

- 9.20 Given the Applicant's Permitted Development rights in relation to the railway, the Local Planning Authority has little control over the proposed works. Prior Approval cannot be refused for any other reason than those set out in Paragraph 5.5 above.
- 9.21 In considering this Prior Approval application, there is a clear justification for the works in this location, which are intended by Network Rail and Govia Thameslink to facilitate a multi-million pound extension of the Cambridge railway depot.
- 9.22 The works are not considered to injure the amenity of the neighbourhood in a manner that would warrant refusal of prior approval, or provide the necessary justification for any conditions. In these regards, the proposal would be acceptable having regard to adopted Local Plan policies relating to design and character.
- 9.23 The proposed development requiring Prior Approval is considered to be acceptable within the constraints of Part 18 of the GPDO and is recommended for approval on this basis.

10.0 RECOMMENDATION

- 10.1 **GRANT** Prior Approval under Part 18 of the Town and Country Planning (General Permitted Development) (England) Order 2015.

PLANNING COMMITTEE

9th January 2019

Application Number	17/2050/FUL	Agenda Item	
Date Received	7th December 2017	Officer	Mairead O'Sullivan
Target Date	1st February 2018		
Ward	Coleridge		
Site	64 Coleridge Road And Land To The Rear Of 62 And 60 Coleridge Road Cambridge CB1 3PJ		
Proposal	Erection of 2no. houses to the rear of site. First floor side and rear extension to main house. Conversion of house to 1no. 3-bed and 1no. 1-bed flat.		
Applicant	Miss Emily Ceraudo 56 Selwyn Ave Richmond TW92HD		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The proposal would not harm the character of the area - The proposal is on balance considered to have an acceptable impact on the amenity of adjoining occupiers. - The units would provide an adequate standard of amenity for future occupiers
RECOMMENDATION	APPROVAL

0.0 Addendum

- 0.1 At the 1 August 2018 Planning Committee, members resolved to defer the application as Councillor Thornburrow raised concerns about the accuracy of both the existing and proposed plans.
- 0.2 The applicant has revised both the existing and proposed plans. Whilst amending the plans, the applicant has discovered that, due to an error in the proposed roof plan, the proposed loft

conversion with rear dormer did not provide adequate headspace and this has now been removed from the plans. The internal layout has been reconfigured as a result the number of bedrooms proposed in the duplex flat has been reduced from 3 to 2 and the studio unit in the loft has been moved to the first floor.

0.3 Since the application was last heard at committee, the new local plan has been formally adopted so the proposal must be considered against the policies in the 2018 Local Plan.

0.4 The relevant policies in the Cambridge Local Plan (2018) are as follows:

Policy 1: The presumption in favour of sustainable development

Policy 31: Integrated water management and the water cycle

Policy 32: Flood risk

Policy 34: Light pollution control

Policy 35: Protection of human health from noise and vibration

Policy 50: Residential space standards

Policy 51: Lifetime Homes and Lifetime Neighbourhoods

Policy 52: Protecting garden land and the subdivision of existing dwelling plots

Policy 53: Flat conversions

Policy 55: Responding to context

Policy 56: Creating successful places

Policy 57: Designing new buildings

Policy 58: Altering and extending existing buildings

Policy 59: Designing landscape and the public realm

Policy 81: Mitigating the transport impact of development

Policy 82: Parking management

0.5 Following the submission of revised plans additional representations have been received from the owners/occupiers of the following addresses:

- 2A Bracklyn Road
- Owner of 66 Coleridge Road
- 67 Coleridge Road
- 68 Coleridge Road
- 73 Coleridge Road
- Camcycle

0.6 The representations can be summarised as follows:

- The buildings in the garden will significantly change the character of the area
- Extensions to the existing house will harm the streetscene
- Changes are minor and loss of loft does not overcome objections
- Light pollution from houses to rear
- Increased use of passage with no. 66 will impact on privacy
- Increase in noise and disturbance from more people living on site
- Loss of trees
- Concerned about access to the rear during construction and once complete for emergency vehicles
- Lack of resident and visitor car parking is unrealistic
- Cycle parking is inadequate
- Bins will block footpath
- Flats are cramped
- Loss of trees

0.7 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.

Assessment

0.8 The key policies in terms of the principle of development are policies 52 and 53 of the Cambridge Local Plan (2018). Policy 52 relates to development on garden land and subdivision of plots. This states that proposals on garden land will only be permitted where a) the form/height/layout respects the surrounding character, b) there is sufficient space retained to the existing dwelling and any worth trees are retained, c) adequate amenity and privacy to neighbours is protected, d) adequate provision of amenity space, vehicular access and car parking for proposed and existing properties and, e) the proposal does not compromise development of the wider area. Criterion e) is not relevant. I will assess the application against the remaining criteria below.

0.9 Policy 53 of the Cambridge Local Plan (2018) relates to flat conversions. This states that conversion of a single family home into self-contained flats will be permitted where a) the development has a floorspace of at least 120sqm and the

rooms meet with the space standards set out in policy 50, b) the ground floor units with garden access is given to the family unit, c) the proposed scale of extensions and no. of units would not have a negative impact on the amenity or character of the area or give rise to highway safety issues, d) the proposal would provide a good standard of amenity for future occupiers, and e) the proposal provides appropriate refuse and cycle storage. I will assess the proposal against these criteria below.

0.10 In paragraphs 8.6 to 8.14 of the committee report below, I assessed the design of the proposal and its impact on the character of the area. The updated plans remove the rear box dormer which reduces the overall bulk and massing of the extension. The other elements of the extension to the main house are the same as previously proposed but the revised plans are now accurate. The proposed houses to the rear remain unchanged. The removal of the box dormer is a minor design improvement as it reduces the overall bulk of the extensions. My assessment remains unchanged and I consider the proposal to be acceptable in terms of design and in impact on the character of the area subject to details of materials being provided by condition. In my view the proposal satisfied criterion a) of policy 52 and the character element of criterion c) of policy 53.

0.11 I have included the details of internal space provision in the below table. All units meet with the internal space standards set out in policy 50. The ground floor unit of the flat conversion is the larger unit in line with criterion b) of policy 53. The upper floor unit does not provide any private external amenity space but this is on balance considered acceptable given the size of the unit. I have assessed the amenity for future occupiers of the new houses in paragraph 8.32 below and it was on balance considered to be acceptable.

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m²)	Proposed size of unit	Difference in size
Flat 1	2	4	2	79	82	+3
Flat 2	1	2	2	58	59	+1
House 1	3	6	2	102	110	+8
House 2	3	6	2	102	110	+8

0.12 The representations raise concerns about loss of trees and retention of trees of value is covered by criterion b) of policy 52. Paragraph 8.14 of the original committee report considers the loss of trees and notes that none of the trees on site are protected and that replacement planting can be secured through the hard and soft landscape condition. Adequate garden space of 50sqm is retained for the ground floor flat. Subject to the inclusion of the landscape condition I consider the proposal to comply with criterion b) of policy 52. The units are on balance all considered to provide adequate amenity to future occupiers subject to part of criterion d) of policy 52 and criterion d) of policy 53.

0.13 The impact of the proposed houses on amenity and privacy of neighbours is assessed in paragraphs 8.25 – 8.27 of the committee report below; in which I found the impact to be acceptable. The loft conversion has been removed from the main house which results in a minor improvement to the relationship with the adjoining properties at 62 and 66 Coleridge Road. The impact on these occupiers is addressed under paragraphs 8.16- 8.24 of the committee report below. The revised plans are accurate and now show the first floor extension as protruding 2.85m beyond the rear wall of the adjoining 62 Coleridge Road as opposed to the 3.5m shown on the previous plans. The amendments to the plans to improve accuracy have resulted in the extent of the proposals being reduced and I am satisfied that the impact would be lessened to that which was deemed acceptable as part of the original committee report and that as a result the proposal would comply with criterion c) of policies 52 and 53, and policies 55, 56, 57 and 58 of the Cambridge Local Plan 2018.

- 0.14 The bike and bin stores for the new houses have been revised and are now adequately large and can accommodate bikes and bins together without conflict. Bike and bin storage for the duplex flat are shown in its garden and appear to be adequate. The bike store for the first floor flat is accessed in the undercroft. A bin store is shown to the front. I am satisfied the bin store to the front would be adequate subject to the height being kept low. Elevations for all of the stores are required by condition. Although Camcycle have objected, I am satisfied that the cycle parking proposed would be adequate and would comply with policy.
- 0.15 The proposal provides adequate cycle parking in line with policy 82 of the Cambridge Local Plan 2018. The proposal is for a car free development. The site is located with good pedestrian, cycle and public transport links and in close proximity to the Mill Road East Local Centre. The site is within the Controlled Parking Zone(CPZ) so would comply with the criteria for car-free development set out in Policy 82.
- 0.16 The new units would have level access and are shown to provide downstairs WC. In my view the proposal are laid out in a way which would allow compliance with part M4(2) of Building Regulations. I have included a condition requiring compliance and subject to this condition I am satisfied the proposals meet with policy 51 of the Cambridge Local Plan 2018.
- 0.17 I will address any outstanding third party representations on the revised plans in the below table.

Representation	Response
The buildings in the garden will significantly change the character of the area	See paragraph 8.12-813
Extensions to the existing house will harm the streetscene	The amendments to make the plans accurate do reduce the bulk somewhat but the extension is broadly the same as that originally proposed in terms of streetscene impact. See paragraph 8.7-8.9 and 0.10

Changes are minor and loss of loft does not overcome objections	Noted.
Light pollution from houses to rear	Details of external lighting are required by condition but would be minimal.
Increased use of passage with no. 66 will impact on privacy	The pedestrian and cycle access to two houses is not considered to give rise to a significant disturbance. See paragraph 8.28
Increase in noise and disturbance from more people living on site	See paragraph 8.28
Loss of trees	See paragraphs 0.12 and 8.14
Concerned about access to the rear during construction and once complete for emergency vehicles	Emergency vehicle access is a building regulations matter. A construction traffic management plan is recommended to ensure the highway authority is satisfied with the construction arrangements
Lack of resident and visitor car parking is unrealistic	There is no requirement for off-street car parking as the site lies within the CPZ. See paragraph 8.15
Cycle parking is inadequate	See paragraph 0.15
Bins will block footpath	The additional bins would only be on the footpath for a limited time on collection day. I accept that this will result in some clutter but given that this would be for a limited time I do not consider it to be significantly harmful
Flats are cramped	All units meet with the internal space requirements of policy 50 of the Cambridge Local Plan (2018)

Conclusion

- 0.18 I am satisfied that the revised plans are accurate. The removal of the loft conversion and amendments to make the plans accurate has resulted in a minor increase to scale, bulk and massing of the extensions to the host dwelling. The reconfigured units all meet with the internal space standards and would provide an adequately good standard of amenity to future occupiers. I have revised the proposed conditions to reference the new policies. An additional condition is recommended to ensure compliance with policy 51 of the Cambridge Local Plan (2018). The proposal meets with the requirements for a car free development as outlined in Policy 82 of the Cambridge Local Plan (2018).

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site is part of a pair of semi-detached properties on the western side of Coleridge Road. The site also comprises land which would formally have served as garden land to no's 62 and 60 Coleridge Road. The area is predominantly in residential use. It has a mixed character. The west side of the road is predominantly characterised by semi-detached two storey dwellings. Many of these have been extended to the side, rear and into the roof. These are finished in a mixture of brick and render. The eastern side of the road is predominantly two storey terraced properties which are also finished in a mixture of brick and render.
- 1.2 There are no site constraints.

2.0 THE PROPOSAL

- 2.1 The application seeks full planning permission for extensions to the host dwelling and dividing the property into two apartments; one 3 bedroom duplex and a studio flat in the roof. The application also seeks full planning permission for the construction of two 2 storey dwellings on land to the rear.
- 2.2 The host dwelling is to be extended to the side and rear and roof. The side extension would consist of a first floor element above an undercroft which provides access to the rear. The side extension has been amended to be reduced in height, so it steps down from the main ridge height, and set back from the

front elevation to create a shadow line. The revised proposal retains the existing bay window. The rear extension would consist of a flat roof ground floor element and flat roof first floor element. The ground floor element would replace the existing ground floor extensions and not project beyond the existing footprint of 6.3 metres. The first floor extension would project 3.3 metres and would be set in from the south side elevation by 2.2 metres. The proposed roof extensions consist of a hipped to gable and flat roof dormer in the rear roof space. The house is to be converted into two flats; 1no. 3 bedroom duplex flat (110sqm) and a 1 bed flat (51sqm). The duplex flat is accessed from the undercroft area and is contained on the ground and first floors. Bike storage is shown within the rear garden. Bin storage is shown to be at the front of the property. The studio flat would be contained within the roof space and accessed from a door on the Coleridge Road frontage. The bike store for this unit would be integral and accessed from the undercroft. Bins for this flat are also shown at the frontage.

- 2.3 The pair of semi-detached properties to the rear of the building would be 1.5 stores in terms of scale with the rooms on the first floor being contained within the roofspace. The internal layout of these units has been amended to ensure that both bedrooms at 1st floor can have means of escape. These units would have bin and bike storage in stores to the side of each building. Both units would have rear gardens.
- 2.4 This is the third application on the site. Since the original submission, the scale of the first floor extension has been reduced due to concerns regarding the impact of the extension on the single aspect kitchen of no 62 Coleridge Road. As noted above the side extension has also been reduced in height and set back from the principal elevation as the original proposal was not considered to read as adequately subservient to the host dwelling. Since the original application was submitted, the scale, massing and height of the proposed buildings to the rear has been reduced due to concerns regarding their impact on neighbour amenity and the character of the area.

3.0 SITE HISTORY

Reference	Description	Outcome
17/1465/FUL	Erection of 2 no. houses to the rear of site. First floor side and rear extension to main house. Conversion of house to 1no. 3-bed and 1 no. 2-bed flat.	Withdrawn
17/0645/FUL	Erection of 4no. 3x bed terraced houses to the rear site. Conversion of house to 2 flats following a two storey front and side extension, part two storey part single storey rear extension and roof extension incorporating rear dormer.	Withdrawn

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, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2006	Local	3/1 3/4 3/10 3/11 3/12 3/14
		4/13 4/15
		5/1 5/2
		8/2 8/6 8/10

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

Central Government Guidance	<p>National Planning Policy Framework March 2012</p> <p>National Planning Policy Framework – Planning Practice Guidance March 2014</p> <p>Circular 11/95 (Annex A)</p> <p>Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)</p>
Supplementary Planning Guidance	<p>Sustainable Design and Construction (May 2007)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p>
Material Considerations	<p><u>City Wide Guidance</u></p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>

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, there are no policies in the emerging Local Plan that should be taken into account.

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 Objection: The proposed parking arrangement is unclear and there is contradictory information in the Design and Access Statement. The access is only sufficient to provide access to one parking space if each car is to be able to access the site independently. The proposed parking arrangement needs to be clarified. The proposal may increase the demand for on-street car parking which is unlikely to impact on highway safety but may impact on residential amenity.

Environmental Health

- 6.2 No objection: Conditions are recommended in relation to construction hours, collection/delivery hours and piling.

Refuse and Recycling

- 6.3 Unclear as to whether the site will be using a shared bin store. If this is proposed then details of the pull distance to the collection point is required.

Urban Design and Conservation Team

- 6.4 Objection: There is inadequate space for off-street parking. The duplex unit should have its own front door. A set-back should be retained. Materials should match. Cycle and bin storage has been overprovided. The new units could have smaller stores in their gardens. The removal of the integral communal bike and bins stores allows a better entrance space. The new houses would benefit from porches. The roofing materials should continue to the first floor of the extension. Hit and miss lighting should be incorporated into the covered access.

Senior Sustainability Officer (Design and Construction)

- 6.5 No comments received

Head of Streets and Open Spaces (Tree Team)

- 6.6 No comments received

Head of Streets and Open Spaces (Landscape Team)

- 6.7 Objection: The parking area is not adequately large. Cycle and bin storage is poorly considered. The proposals have improved but still do not adequately respond to the constraints of the site. The proposed arrangement has created spaces and uses which do not relate to the needs of the residents well.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

- 6.8 The proposed development is acceptable subject to a surface water drainage condition. All new or altered external surfaces within the site should be of permeable construction. If ground investigation identifies that infiltration techniques are not appropriate, the surface water runoff rates should be reduced to the equivalent greenfield runoff rates for the new houses and the additional roof area from the extension of the existing dwelling. An overall reduction in surface water runoff from the existing dwelling should be achieved.

Cambridgeshire Constabulary (Architectural Liaison Officer)

- 6.9 The area is at a low to medium vulnerability to the risk of crime. The proposal is to use an entry system of Secured by Design standards which is welcomed.
- 6.10 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:
- 30 Barham Avenue (owner of 66 Coleridge Rd) x3
 - 1B Brackyn Road
 - 2A Brackyn Road x3

- 56 Coleridge Road
- 62 Coleridge Road x4
- 67 Coleridge Road x3
- 68 Coleridge Road x3
- 71 Coleridge Road
- 73 Coleridge Road
- Camcycle x3
- The Hollies, Derenham x2

7.2 The representations can be summarised as follows:

Design, scale and layout:

- o Overdevelopment;
- o The houses to the rear should be 1/1.5 storeys maximum
- o Footprint of houses does not appear significantly reduced since original application
- o Out of character; nothing similar in Coleridge
- o The design of the houses to the rear is contrasting and unpleasant
- o The density is greater than elsewhere on the road
- o Additional bins would further obstruct the footpath
- o Loss of long garden form which is a characteristic of the area
- o Would set a precedent
- o The Coleridge Rd precedent has vehicular access and is at the end of a row of houses
- o The Catharine Street precedent sited involves a commercial use to the frontage and is also not relevant.
- o The precedent cited at 115 Coleridge Road retained a traditional design and had road access to the new dwelling
- o The precedent cited at 79 is a single dwelling and therefore no comparable
- o The area has character, good quality houses and is a desirable place to live.

Residential amenity

- o Loss of light/overshadowing of no.66 and 62
- o Loss of light to conservatory, rooflights that serve front room and bedroom of no. 62.

- Occupiers of upper floor will be able to look down into skylights at no.62
- The east facing window will overlook the garden of no.62
- Will be overbearing and cause tunnelling to bedroom of no. 62
- Will result in loss of privacy to adjoining gardens due to increase in movements to the rear
- Odour from bins adjacent to boundary with no.62
- Noise and light pollution from houses to the rear
- Noise disturbance from 1st floor kitchen
- Concerned about timing of work and disturbance from noise and dust during construction while recovering from serious operation

Car, cycle parking, bin storage, and highway safety/traffic

- Inadequate off-street car parking provision; will increase demand for on-street parking
- The roads are already overcapacity
- There is a planned residents parking scheme on Bracklyn Road
- Concerned about disruptions during construction
- No emergency access to the rear
- Cycle stands are too close
- Cycle parking behind bins are inaccessible
- Cycle parking is not a substitute for car parking
- Visitor cycle parking should be provided
- The revised plans result in an under provision of cycle parking; the cycles stored behind the bins are inaccessible.
- The Coleridge Rd precedent has vehicular access and is at the end of a row of houses

Other issues:

- Loss of trees
- Concerned about drainage due to increase in hardstanding
- Concerned about sewer capacity
- Concerned about fire risk
- The land is not a wasteland but a garden which has been poorly maintained.

- Would impact ecological green corridor
- The Catharine Street precedent sited involves a commercial use to the frontage and is also not relevant.

7.3 Councillor Herbert has commented on the application. His comments can be summarised as follows:

- Excessively intensive backland development on a small footprint
- Fails to respond to issues raised on previous applications regarding access and by Landscape/Urban Design and neighbours.
- The revised plans do not overcome the objections.
- Minor changes do not change my assessment of the negative overall impacts of this proposal, and breach of policies in the 2006 Plan.

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

8.0 ASSESSMENT

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

1. 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. Other
8. Third party representations
9. Planning Obligations (s106 Agreement)

Principle of Development

8.2 Policy 5/1 states that applications for housing on windfall sites will be permitted subject to the existing land use and compatibility with adjoining uses. The site is currently in residential use and Coleridge Road is a predominantly

residential area characterised by two storey dwellings. As a result, I consider the proposal to comply with policy 5/1.

- 8.3 Policy 5/2 relates to the conversion of larger properties. This states that the conversion of single residential properties into self-contained dwellings will be permitted except where: a) the property has a floorspace of less than 110m²; b) there would be an unacceptable impact on parking c) the living accommodation provided would be unsatisfactory; d) the proposal would fail to provide for satisfactory refuse bin/bike storage e) the location of the property or the nature of nearby land uses would not offer a satisfactory level of residential amenity.
- 8.4 The extended property has a floorspace greater than 110sqm and as a result would satisfy criterion a). I have noted the compatibility of the site with residential use in paragraph 8.2. I will assess the proposal against criteria b), c) and d) in the below paragraphs.
- 8.5 The proposed pair of semi-detached dwellings would be built on land to the rear of 60-64 Coleridge Road. As a result policy 3/10 which relates to the sub-division of plots is relevant. This policy requires consideration to be given to the impact on amenities of neighbours (part a), amenity space/car parking (b), impact on the character of the area (c), affect on listed buildings/BLI (d), impact on trees (e) and whether the proposal would compromise comprehensive redevelopment (f). In this case parts (d) and (f) are not relevant. I have addressed the other parts of policy 3/10 below.

Context of site, design and external spaces

- 8.6 There are two elements to the proposal; the extensions and alteration to the main dwelling; and introduction of 2no. two storey buildings on land to the rear. I set out below my assessment of each element.

Proposed extensions, alterations and subdivision to the main dwelling:

- 8.7 Coleridge Road has a mixed character and many of the properties on the street have been visibly extended. The proposed side extension has been amended to try and overcome the original concerns with the proposal. The revised

proposed side extension is set down from the ridge and set back from the front elevation by approx. 200mm. In my view the revised proposal would appear less dominant and the amendments would mean that the extension would read as subservient later addition to the host dwelling I have recommended a condition requiring it to be finished in materials to match the existing dwelling.

- 8.8 The proposal also incorporates a change from hip to gable and a box dormer to the rear. Both of these elements are considered to be in keeping with other similar extensions in the vicinity. Whilst I am concerned by the potential visual impact of the dormer and roof form from Brackyn Road, in light of there being other similar extensions to properties within the area, I feel it would be difficult to warrant refusal of these elements.
- 8.9 The design and scale of the proposed ground and first floor rear extensions are, in my opinion, acceptable and would read as subservient additions to the main dwelling. The ground floor element would consolidate the existing extensions at ground floor and cover the same footprint. The first floor element would project 3.4m and would be set in from the southern elevation by 2.3m. The first floor element would read as a subservient addition.
- 8.10 In terms of the layout, the proposed subdivision of the dwelling would consist of two flats; 1 x 3 bed flat (110m²) on the ground and first floor and 1 x bed flat (51m²) within the loft space. Access to the 3 bed flat would be on the side elevation and access via the undercroft. The undercroft would also provide access to the cycle store for the flat which would be located adjacent to the rear boundary. Access to the 1bed would be via the entrance in the front elevation. The cycle store for this flat would be located within the side elevation and access via the undercroft. The undercroft would also lead to the two proposed dwellings to the rear. The bin storage area for both flats would be located adjacent to the northern boundary at the front of the site. The location of the bin store, adjacent to the boundary with no.62, is not ideal as no.62 has openable windows adjacent to the bin store. The bins should be located either within the footprint of the development or in a location that is easily accessible to both flats. I have therefore recommended a bin storage condition so that details of the type and appearance of

the bin enclosure are submitted to and approved in writing by the local planning authority.

- 8.11 The 3 bed flat would have the kitchen and living room on the ground. The kitchen would be dual aspect with a window in the southern elevation and large opening in the west elevation which also provides access into the private garden. The living room, which is separate from the kitchen, is a single aspect room with two windows in the south elevation facing towards no.66. The windows in the southern elevation of the ground floor will be located under the undercroft and 2m from the side elevation of no.66 and could be looked into from occupiers of the proposed dwellings to the rear and duplex flat passing by. I therefore have some concerns with the proposed layout and amount of development trying to be achieved on the site but I do not consider these concerns to be significant enough to warrant refusal. Therefore on balance, the benefits from the proposal in terms of additional housing within the City would in my view outweigh the harm caused by the quality of the living environment.

2no. one and a half storey dwellings:

- 8.12 The pair of semi-detached dwellings to the rear would be 2 storey in terms of scale. These have been reduced in scale and number of proposed houses since the original planning application (ref: 17/0645/FUL) which proposed 4 no. x 2 storey 3 bed dwellings. This application was withdrawn due to concerns regarding overdevelopment, being out of character with the area and impact on the residential amenity of the occupier at no.66.
- 8.13 The current proposed dwellings would be set approx. 600mm below ground level and be 6.4m to the ridge and 3.8m to the eaves line. The dwellings have been designed with pitched roofs and would in my opinion clearly read as subservient to the host dwelling. The proposed design is contemporary and unfussy. I note that a number of the representations raise concerns regarding the impact of these dwelling on the character of the area. I am satisfied that the dwellings would read as subservient. Whilst a number of the precedents cited are not directly relevant, I am satisfied that the scale and density proposed is acceptable given the large size of the plot.

- 8.14 A representation has raised concerns regarding the loss of trees on site. There are a number of mature trees on site. However these are garden trees and are not protected by Tree Preservation Order (TPO) so there is no restriction on the applicant removing these trees from site. A number of trees are shown to be retained and a hard and soft landscaping condition is recommended requiring details of retained trees and replacement landscaping to be approved prior to commencement.
- 8.15 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/10, 3/11, 3/12 and 4/4.

Residential Amenity

Impact on amenity of neighbouring occupiers

Impact of extensions on 66 Coleridge Road

- 8.16 The original application submitted was considered to have an unacceptable enclosure impact on the single aspect kitchen window to the unattached neighbour at 66 Coleridge Road. The subsequent applications have been amended to overcome this objection by setting the rear extension away from the boundary with this occupier. This allows some space between the extension and the neighbouring kitchen and as a result the impact in terms of enclosure is no longer considered significantly harmful. No. 66 is to the south of the application site so there are no light implications.

Impact of the extensions on 62 Coleridge Road

- 8.17 The existing pitched roofed conservatory is proposed to be removed and replaced with a flat roofed extension with a similar footprint to existing. This would sit roughly in line with the extension at no. 62. The replacement extension would have a flat roof with a height of 2.9m and replaces the pitched roof conservatory which is 2.65m at the ridge. Given the minor increase to the height and as this element is in line with the conservatory to the attached property, I do not consider there would be any significant impact in terms of enclosure or loss of light.

- 8.18 The original first floor rear wall is stepped with the element nearest no. 62 being set back and an element protruding forward 0.6m near the boundary with no. 66. The proposal would extend 3.5m beyond the rear wall adjacent to no. 62. The extension would break the 45 degree horizontal plane when taken from the nearest first floor window of no. 62 which serves as a bedroom. The proposal would result in some enclosure to this window but given that there is no obstruction to the outlook from the other side and as the window is quite large and serves a bedroom rather than a living room or kitchen, which would be more intensively used, I am of the view that the enclosure impact would on balance be acceptable.
- 8.19 The applicant has provided a daylight, sunlight and overshadowing report which assesses the impact of the proposed extensions on light to no. 64 using the criteria set out under BRE guidance. The study looks at the impact of the extension on the nearest first floor window which serves a bedroom, and on two rooflights which serve a living room on the ground floor. The ground floor living room assessed is a single room but has been broken down into two rooms as part of the report; the element of the room which forms part of the original house and the element which forms part of the more recent extension. The extended element is served by the two rooflights, the other part of the room only receives borrowed light. The report concludes that the proposal would have a minor adverse impact on light to no. 62. The following paragraphs address the assessment in more detail.
- 8.20 The impact of the extension on the first floor bedroom passes all of the light tests; although the impact in terms of annual probable sunlight hours is reduced to the limit of acceptability during winter. The results suggest that the impact of the extension on this room in terms of loss of light would be acceptable.
- 8.21 The two rooflights assessed serve a living room space on the ground floor. Rooflight B is nearest the boundary with no.64 and rooflight C is further north on the flat roof. The living room which the rooflights serve is already enclosed by a conservatory to the rear. The assessment breaks the room down into rooms B and C. Room B is the area under the rooflights, which appears to be part of an extension to the property and has a higher ceiling than room C. Room C is not served by any windows and

appears to be part of the original house with a lower ceiling than room B. Rooms B and C are not divided by a door and appear as one room. The room primarily gets its light from the two rooflights but also has a glazed door which leads to the conservatory. This provides limited light due to the orientation of the plot and because the roof of the conservatory is designed to restrict light to prevent it from overheating. At the time of my site visit and in the photographs provided in the light assessment, this glazed door was covered with a net curtain which potentially further restricts light into these rooms. The representation from no. 62 explains that this conservatory was built following the construction of the ground floor extension to no. 64 which blocked light and enclosed the living room of no.62.

- 8.22 The sky component to the rooflights is assessed as part of the light study provided. This indicates the change in level of daylight received to windows as a result of the proposal. The assessment found that the impact on rooflight C to be minimal but rooflight B did not pass the test.
- 8.23 The living room was also assessed in terms of daylight distribution. The level of impact on both parts of the room (rooms B and C) was considered to be acceptable by BRE guidelines. Average Daylight Factor (ADF) was assessed. As noted above, this breaks down the enclosed living room space into two rooms; room b and room c. Room B, the part of the room under the skylights, passes and receives an ADF of 1.8% above the minimum of 1.5%. Room C, the part of the room without a window and with a lower ceiling, currently fails to get the recommended minimum ADF and the ADF would be reduced further below the minimum standard; the standard being 1.5% with room C reducing from 1.3% to 1.1%. Whilst the reduction to room C is less than ideal, the majority of the room would still receive an acceptable level of light by BRE standards. Essentially, the proposal would make a poor existing situation marginally worse but it is my view that the change would not be significantly harmful to warrant refusal and that, on balance, this impact would be acceptable.
- 8.24 To conclude, the light study finds that the proposal would result in some adverse impacts in terms of loss of light to no. 62. Rooflight B fails to meet the vertical sky component level but rooflight C which serves the same room comfortably passes the

test. Light to room C is already poor and the increased worsening of this situation is in my view not sufficiently harmful to warrant refusal. Room C is joined to room B without any door to separate the rooms. Room B passes the test. Room C only receives borrowed light which is currently substandard in terms of the BRE Guidelines and as a result the further worsening of the situation is in my view, on balance, acceptable.

Impact of the new dwellings on residential amenity

- 8.25 The proposed new buildings are set off the boundary with the neighbours to the north (no.66) and south (no.58) by 4.5m and 4.7m respectively. Both buildings would result in some enclosure to these gardens but only the ends of these long gardens would be impacted and as a result the impact is not considered significantly harmful to warrant refusal. The neighbour at no. 66 is to the south of the site and there would be no loss of light to this garden. There would be some minor overshadowing of the garden of no. 58 but only the end of the garden would be impacted and given the set off the boundary and relatively low height, at 3.6m to the eaves and 6.5m to the ridge, this impact would in my view be acceptable. There are two windows on both side elevations facing towards the gardens of no. 66 and no. 58 Coleridge Road. These windows are shown to be obscure glazed. A condition is recommended requiring the windows to be obscured and on restrictors, to limit the amount these can be opened and ensure there would be no overlooking of these gardens.
- 8.26 The buildings would be relatively close to the boundary with no. 60 and no. 62 Coleridge Road as well as the garden of the proposed 3 bed flat. The height adjacent to these boundaries is lower as the eaves height of the proposal would be 3.6m. Whilst the buildings would result in some additional enclosure to these occupiers, this impact is to the end of the garden and as a result is not considered significantly harmful to warrant refusal. The buildings would result in some minor overshadowing to these gardens but this would only impact the end of the gardens and for a limited time.
- 8.27 Objections have been received from the occupiers of no. 2 Brackyn Road. The proposed buildings to the rear are significantly set away from the boundary with this property; the new houses have gardens of over 8m which provide separation

between the new buildings and 2 Brackyn Road. There are no first floor windows on the rear elevation and a condition is recommended requiring the velux windows to be at least 1.7m above the finished floor level to prevent any overlooking.

Noise and disturbance

8.28 A number of the representations raise concerns regarding noise and disturbance from coming and goings. The two new buildings do not have any vehicular access so people would access the units by foot or bicycle. A boundary treatment condition is required to ensure that there is adequate screening around the adjoining gardens. As noted previously, a number of trees are to be retained, details of which are required by a recommended condition, which would also help provide additional buffering. As a result of the lack of vehicular movements and the potential to provide buffering through the boundary treatment and trees, I am satisfied that there would be no significant noise and disturbance to surrounding occupiers.

8.29 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, 3/7 and 3/10.

Amenity for future occupiers of the site

8.30 The occupiers of the unit would have their own access directly into the flat from an independent entrance to the side of the building. This flat would have a substantial private garden. Bike and bins for this flat are to be provided within stores in the garden; conditions requiring these details to be approved are recommended and discussed under the relevant paragraphs below. The flat is dual aspect and adequately large for the proposed use (110sqm).

8.31 The proposed studio flat is contained in the roof space. This would be accessed from a door in the front elevation on Coleridge Road. This unit is small (38sqm) and does not have access to private outdoor amenity space. However, it would be a one bedroom flat that would be occupied by a single individual rather than by a family. The unit is double aspect and the internal space level is considered to provide an adequate standard of living accommodation for future occupiers. Bike and

bin storage for this unit could be dealt with by conditions discussed under the relevant headings below.

8.32 The two new dwellings are accessed through the undercroft from Coleridge Road. Some lighting is shown for security purposes but details of this are requested by a recommended condition. These houses each provide three bedrooms. The upper floor bedrooms have been rearranged as one of the rooms only had a high level window and this would not be suitable for means of escape. The two upper floor bedrooms are served by obscure glazed windows on restrictors to prevent overlooking. This situation is not ideal as these rooms will have no outlook and will receive limited light. However, given the substantial garden space (smaller garden is 114sqm) and adequate size of the buildings (110sqm), I consider that on balance the units would provide an adequate level of amenity for future occupiers.

8.33 For clarity, the internal floorspace for each unit and the National Space Standard for each unit type is provided in the below table:

Unit	Internal floorspace	Nationally described space standards
3 bed duplex flat	117sqm	102sqm
Studio flat	38sqm	39sqm
House to rear	110sqm	102sqm

8.34 In my opinion the proposal, on balance, provides an adequate 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, 3/10, 3/12, 3/14 and 5/2.

Refuse Arrangements

8.35 The proposal has been revised as originally there was an over provision of bikes and bins. The revised plans resulted in there being a conflict with the stores for the new houses whereby bikes were shown stored behind the bins and were thus not adequately accessible. The bike and bin provision has been further revised to address these concerns.

- 8.36 The bins for the two units in the existing building are shown in the frontage. In my view the bins for the larger duplex flat should be within a bin store in the garden. I am satisfied that there is adequate space to provide this along with a cycle store and I have recommended that we request details by condition. In my view it would be acceptable to have the bins for the studio unit to the frontage but these should be within a low rise store. Details of the store could also be dealt with by condition.
- 8.37 The stores for the two proposed new houses have been revised. These seem to show an under provision of bins. However I am satisfied with the proposed approach and consider that revised bin/bike stores which are marginally larger can be provided on site and can be dealt with by the recommended condition.
- 8.38 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/12 and 5/2.

Highway Safety

- 8.39 The Highway Engineer objected to the proposal as there was inadequate space to provide off-street car parking space without the spaces overhanging the highway. The off street car parking has been removed to overcome this objection and car parking provision is dealt with under the relevant heading below. Many of the representations raise concerns regarding the impact of the proposal on highway safety. A construction traffic management plan is recommended to minimize disruptions during construction. In my view the additional users of the site would not result in such a significant intensification of use of the site to cause highway safety concerns.
- 8.40 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

- 8.41 As noted above, there was a conflict with the bike and bin storage arrangement as part of the previous proposed plans. This has been revised and now the houses appear to be showing an under provision of bikes and bins. Both houses have large gardens to the side and rear and have elements to the front which would accommodate a store. Details of a store

or stores of adequate size to accommodate 3 cycles and 3 bins for each unit are required by a recommended condition.

- 8.42 The cycle store for the duplex flat is in the rear garden. Details of this store could be required by condition. The cycle parking for the studio flat is accessed from the undercroft and is considered to be acceptable.
- 8.43 Off-street car parking has been removed from the proposal as there is not adequate space to accommodate car parking without a car overhanging the footpath. Given the sustainable location of the site, I am satisfied that the lack of car parking is acceptable.
- 8.44 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/10, 5/2, 8/6 and 8/10.

Other

- 8.45 The adjoining occupier at no. 62 has signed a disclaimer allowing some personal information regarding the status of their health to be published as part of their representation due to their concerns about the impact of any constructions works on their health. The occupier is currently recovering from a medical procedure and needs to be free of disturbance to ensure their recovery is successful. A planning condition has been agreed with the applicant that would prevent any works beginning on site until November 2018. This condition is recommended in place of the standard time condition.
- 8.46 This condition would not be strictly required in planning terms to make the development acceptable; however, in light of the written agreement of the applicant to this approach, Members are invited to consider this as a pragmatic way of accommodating the neighbours particular health circumstances in this instance.

Third Party Representations

- 8.47 I have addressed the majority of the representations within the body of my report. I will address any outstanding matters below:

Representation	Response
<i>Design, scale and layout</i>	
Overdevelopment	The proposed development is considered to be of an appropriate scale for the plot
The houses to the rear should be 1/1.5 storeys maximum	The houses are now 1.5 storey in scale
Footprint of houses does not appear significantly reduced since original application	The footprint of the houses has been reduced since both previous applications. The length has been reduced by over 3m since the previous application. The overall footprint of the building has been reduced from 148sqm to 119sqm
Out of character; nothing similar in Coleridge	See paragraphs 8.6 and 8.15
The design of the houses to the rear is contrasting and unpleasant	The design is considered acceptable. See paragraphs 8.11 and 8.15
The density is greater than elsewhere on the road	The proposal is considered to adequately respect the amenity of surrounding occupiers and to provide a quality living environment for future occupiers and therefore the increase in density is considered acceptable.
Additional bins would further obstruct the footpath	The additional bins would only be on the footpath for a limited time on collection day. I accept that this will result in some clutter but given that this would be for a limited time I do not consider it to be significantly harmful
Loss of long garden form which is a characteristic of the area	Gardens elsewhere on Coleridge Road have been subdivided and the loss of the long garden is not considered significantly harmful to the character of the area
Would set a precedent	Each application is assessed on its own merits.

The Coleridge Rd precedent has vehicular access and is at the end of a row of houses	I note that a number of the precedents cited are not directly relevant. However some small scale backland development is found in the surrounding area
The Catharine Street precedent sited involves a commercial use to the frontage and is also not relevant.	See above
The precedent cited at 115 Coleridge Road retained a traditional design and had road access to the new dwelling	See above
The precedent cited at 79 is a single dwelling and therefore no comparable	See above
The area has character, good quality houses and is a desirable place to live.	Noted
<i>Residential amenity</i>	
Loss of light/overshadowing of no.66 and 62	See paragraphs 8.17-8.24
Loss of light to conservatory, rooflights to living room and bedroom of no. 62	See paragraphs 8.17-8.24
Occupiers of upper floor will be able to look down into living room skylights of no. 62	Any views from the extension into these rooflights would be at an oblique view and as a result there would be no significant impact to the privacy of this room
Will result in loss of privacy to adjoining gardens due to increase in movements to the rear	See paragraphs 8.25 & 8.27 - 8.28
Odour from bins adjacent to boundary with no.62	The bin storage location has been revised and is no longer adjacent to this boundary
Noise and light pollution from houses to the rear	The houses to the rear are set away from all boundaries and in my view the proposal would not result in a significant level of noise or light disturbance given the low number of units proposed

Noise disturbance from 1 st floor kitchen	The use of the kitchen is unlikely to cause significant noise and disturbance through the walls
Concerned about timing of work and disturbance from noise and dust during construction	Although the EHO has not recommended a dust condition, given the concerns, I consider it to be reasonable and have recommended the dust condition and informative. A bespoke time condition is also recommended. See paragraphs 8.45 and 8.46.
<i>Car, cycle parking, bin storage, and highway safety/traffic</i>	
Inadequate off-street car parking provision will increase demand for on-street parking	The site is located in a sustainable location. There is no requirement for off-street car parking
The roads are already overcapacity	I do not consider that the additional two units to the rear and subdivision of the house would have any significant impact on traffic generation
There is a planned residents parking scheme on Brackyn Road	Noted
Concerned about disruptions during construction	A construction traffic management plan has been recommended.
No emergency access to the rear	This is not a planning matter
Cycle stands are too close	I am satisfied that adequate cycle storage details can be provided by condition
Cycle parking behind bins are inaccessible	This has been resolved by the most recent set of plans. Final details of cycle parking and bin storage for all units are recommended to be dealt with by condition.
Cycle parking is not a substitute for car parking	Given the sustainable location of the site I am satisfied that the lack of car parking and proposed cycle parking provision would be acceptable.

Visitor cycle parking should be provided	In my view, there is no requirement for visitor cycle parking given the small number of units proposed.
<i>Other issues</i>	
Loss of trees	See paragraph 8.14
Concerned about drainage due to increase in hardstanding	The sustainable drainage engineer has no objection subject to conditions
Concerned about sewer capacity	There is no evidence to suggest this is a concern
Concerned about fire risk	This is not a planning matter
The land is not a wasteland but a garden which has been poorly maintained.	Noted.
Would impact ecological green corridor	The site has no ecological designation

Planning Obligations (s106 Agreement)

8.48 National Planning Practice Guidance Paragraph 031 ID: 23b-031-20160519 sets out specific circumstances where contributions for affordable housing and tariff style planning obligations (section 106 planning obligations) should not be sought from small scale and self-build development. This follows the order of the Court of Appeal dated 13 May 2016, which gives legal effect to the policy set out in the [Written Ministerial Statement of 28 November 2014](#) and should be taken into account.

8.49 The guidance states that contributions should not be sought from developments of 10-units or fewer, and which have a maximum combined gross floorspace of no more than 1000sqm. The proposal represents a small scale development and as such no tariff style planning obligation is considered necessary.

9.0 CONCLUSION

9.1 The proposed extensions are in keeping with the area and would read as subservient later additions to the buildings. The two new dwellings in the rear are of a scale which would also read as subservient and are not considered harmful to the character of the area. The proposed units would provide an

adequate standard of amenity for future occupiers. The light study submitted shows that the proposal would have a minor adverse impact on the amenity of no. 62 but overall the impact on amenity is, on balance, considered to be acceptable.

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 91 of the Town and Country Planning Act 1990 (as amended by 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. Unless otherwise agreed in writing by the Local Planning Authority, the extension(s) hereby permitted shall be constructed in external materials to match the existing building in type, colour and texture.

Reason: To ensure that the extension(s) is (are) in keeping with the existing building (Cambridge Local Plan 2018 policies 55 and 58).

4. No construction of the houses to the rear shall take place until details of the materials to be used in the construction of the external surfaces of the houses hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate (Cambridge Local Plan 2018 policies 55, 56 and 57).

5. Prior to the occupation of the development, hereby permitted, the curtilage(s) of the approved dwelling(s) shall be fully laid out and finished in accordance with the approved plans. The curtilage(s) shall remain as such thereafter.

Reason: To ensure an appropriate level of amenity for future occupiers and to avoid the property being built and occupied without its garden land (Cambridge Local Plan 2018 policies 50, 52, 55 and 56).

6. Notwithstanding the provisions of Schedule 2, Part 1, Class B of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), no new windows or dormer windows (other than those expressly authorised by this permission), shall be constructed without the granting of specific planning permission.

Reason: To protect the amenity of occupiers of adjoining properties (Cambridge Local Plan 2018 policies 52, 55, and 57).

7. The windows identified as having obscured glass on drawing number 1601 310 Rev I shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent prior to commencement of occupation of the houses to the rear and shall have restrictors to ensure that the window cannot be opened more than 45 degrees beyond the plane of the adjacent wall and shall be retained as such thereafter.

Reason: In the interests of residential amenity (Cambridge Local Plan 2006 policies 55 and 57).

8. Prior to the occupation of the units, details of bike and bin stores, including scaled elevations, shall be submitted to and approved in writing by the Local Planning Authority. The stores shall be installed in accordance with the approved details prior to occupation of the units and maintained thereafter.

Reason: To ensure adequate bike and bin storage for future occupiers (Cambridge Local Plan 2006 policies 53, 55 and 82).

9. No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 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 2018 policy 35).

10. There shall be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on 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 2018 policy 35).

11. In the event of the foundations for the proposed development requiring piling, prior to the development taking place, other than demolition, the applicant shall provide the local authority with a report / method statement for approval detailing the type of piling and mitigation measures to be taken to protect local residents from noise and/or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS 5228-1&2:2009 Code of Practice for noise and vibration control on construction and open sites. Development shall be carried out in accordance with the approved details.

Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

Reason: To protect the amenity of the adjoining properties (Cambridge Local Plan 2018 policy 35).

12. No demolition or construction works shall commence on site until a traffic management plan has been submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: in the interests of highway safety (Cambridge Local Plan 2018 Policy 81).

13. No development above ground level, other than demolition, shall commence until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatments to be erected. The boundary treatment shall be completed in accordance with the approved details prior to the first occupation or the bringing into use of the development (or other timetable agreed in writing by the Local Planning Authority) and retained as approved thereafter.

Reason: To ensure an appropriate boundary treatment is implemented in the interests of visual amenity and privacy (Cambridge Local Plan 2018 policies 55, 57 and 59).

14. No development above ground level, other than demolition, shall commence until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing by the Local Planning Authority. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development (Cambridge Local Plan 2018 policies 55, 57 and 59).

15. Prior to the occupation of the units, detail of any proposed external lighting shall be submitted to and approved in writing by the Local Planning Authority. The external lighting installed shall be in accordance with the approved details prior to occupation of the units.

Reason: In the interest of amenity (Cambridge Local Plan (2018) policies 34 and 55).

16. No development shall commence until a programme of measures to minimise the spread of airborne dust from the site during the demolition / construction period has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 36).

17. Prior to the commencement of development, other than demolition, a scheme for surface water drainage works shall be submitted to and approved in writing by the Local Planning Authority. The details shall include an assessment of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the National Planning Policy Framework and the National Planning Policy Guidance, and the results of the assessment provided to the Local Planning Authority. The system should be designed such that there is no surcharging for a 1 in 30 year event and no internal property flooding for a 1 in 100 year event + an allowance for climate change. The submitted details shall include the following:

- 1) Information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;

- 2) A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The approved details shall be fully implemented on site prior to the first use/occupation and shall be retained thereafter.

Reason: To ensure appropriate surface water drainage (Cambridge Local Plan 2018 policies 31 and 32).

18. Notwithstanding the approved plans, the rooflights to the two houses to the rear hereby approved shall be a minimum of 1.7m above the finished floor level.

Reason: To prevent overlooking of neighbouring gardens (Cambridge Local Plan (2018) policies 55 and 57).

19. The 2 new dwellings, hereby permitted, shall be constructed to meet the requirements of Part M4(2) 'accessible and adaptable dwellings' of the Building Regulations 2010 (as amended 2016).

Reason: To secure the provision of accessible housing (Cambridge Local Plan 2018 policy 51).

INFORMATIVE: The principle areas of concern that should be addressed by the Traffic Management Plan are:

- Movements and control of muck away lorries (wherever possible all loading and unloading should be undertaken off the adopted public highway)
- Contractor parking, for both phases (wherever possible all such parking should be within the curtilage of the site and not on street).
- Movements and control of all deliveries (wherever possible all loading and unloading should be undertaken off the adopted public highway)
- Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway.

INFORMATIVE: Dust condition informative

To satisfy the condition requiring the submission of a program of measures to control airborne dust above, the applicant should have regard to:

-Council's Supplementary Planning Document - "Sustainable Design and Construction 2007":

<http://www.cambridge.gov.uk/public/docs/sustainable-design-and-construction-spd.pdf>

-Guidance on the assessment of dust from demolition and construction http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf

- Air Quality Monitoring in the Vicinity of Demolition and Construction Sites 2012 http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring_construction_sites_2012.pdf

-Control of dust and emissions during construction and demolition - supplementary planning guidance

https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf

INFORMATIVE: Before the details of the surface water drainage are submitted, an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in The National Planning Policy Framework and associated Guidance, and the results of the assessment provided to the local planning authority. The system should be designed such that there is no surcharging for a 1 in 30 year event and no internal property flooding for a 1 in 100 year event + 40% an allowance for climate change. The submitted details shall:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters; and
- ii. provide a management and maintenance plan for the lifetime of the development.

- iii. The surface water drainage scheme shall be managed and maintained thereafter in accordance with the agreed details and management and maintenance plan.

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PLANNING COMMITTEE

9th January 2019

Application Number	18/1459/S73	Agenda Item	
Date Received	14th September 2018	Officer	Mairead O'Sullivan
Target Date	9th November 2018		
Ward	East Chesterton		
Site	Land To The Rear Of 1 Fen Road And Rear Of 179 - 183 Water Street Cambridge CB4 1PB		
Proposal	Section 73 application to vary condition 2 (Approved Drawings) of permission 17/0675/FUL (Demolition of existing garages and erection of three 2bed dwellings with associated landscaping and access arrangements) to permit increase of building height due to site conditions.		
Applicant	C/o Agent		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ol style="list-style-type: none"> 1. The increased height for which permission is sought would not materially harm the character and appearance of the area 2. The increased height for which permission is sought would not have a significant impact on neighbour amenity
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The site lies on the west side of Fallowfield. It formerly accommodated a block of eleven concrete garages as well as part of the rear gardens of Nos. 179, 181 & 183 Water Street. It is now occupied by three two-bedroom detached houses constructed following a grant of planning permission under reference 17/0675/FUL.
- 1.2 On the south-east side of the site, and directly abutting Fallowfield, is a recently constructed, detached, 2-bedroom,

barrel-roofed dwelling for which consent was granted in 2015 (Ref: 15/0818/FUL). Further to the south is No. 1 Fen Road, a semi-detached Victorian dwelling that lies at the eastern end of a row of similar Victorian properties. To the north is Hodge House, a modern two-storey development of seven flats, beyond which is an estate of predominantly semi-detached and terraced two-storey houses. Opposite the site are the gardens of 3 and 5 Fen Road, another pair of semi-detached Victorian properties.

2.0 THE PROPOSAL

- 2.1 The three houses permitted under 17/0675/FUL have been constructed. Although the ground-to-eaves and ground-to roof ridge heights of the houses are in accordance with the permission, ground levels on the site have not been maintained as shown on the application drawings. Consequently the three houses are set higher relative to neighbouring buildings than the permission allows. Whereas the drawings approved under 17/0675/FUL show the ridge heights of the three houses being at exactly the same height as the apex of the barrel roof to the south, the houses at the south end of the site, on Plots 2 and 3 stand 450mm higher than this roof, and the house on Plot 1 at the north end of the site is 200mm higher. This application seeks to regularise the development as built by substituting new drawings showing the actual ground levels (and consequently other heights) of the development.

3.0 SITE HISTORY

Reference	Description	Outcome
17/0675/FUL	Demolition of existing garages and erection of three 2 bed dwellings with associated landscaping and access arrangements	Approved with conditions
16/1573/FUL	Demolition of existing garages and erection of three 2 bed dwellings with associated landscaping and access arrangements	Withdrawn
16/0573/FUL	Demolition of existing garages and erection of four 2 bed	Withdrawn

	dwelling with associated landscaping and access arrangements	
15/0881/FUL	Erection of a dwelling and associated works on land to the rear of 1 Fen Road, fronting Fallowfields	Approved
10/0532/FUL	Erection of 2 three bed dwellings	Refused. Appeal dismissed
09/1132/FUL	Erection of 5 new 1 bedroom apartments	Refused
09/0847/FUL	Erection of 5 new 1 bedroom apartments	Withdrawn
C/72/0385	Erection of two garages	Approved

4.0 PUBLICITY

Adjoining occupiers only.

5.0 POLICY

5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2018 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2018	Local	1 55 57

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

Central Government Guidance	National Planning Policy Framework July 2018 National Planning Policy Framework – Planning Practice Guidance from 3 March 2014 onwards Circular 11/95 (Annex A)
Previous Supplementary Planning Documents	Sustainable Design and Construction (May 2007) (This document, prepared to support policies in the 2006 local plan is no longer an SPD, but is still a material consideration.)
Material Considerations	<u>City Wide Guidance</u> Cambridge and Milton Surface Water Management Plan (2011) Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways)

6.1 No comment

Urban Design and Conservation Team

6.2 No urban design issues.

7.0 REPRESENTATIONS

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

- 3 Hodge House, 80 Fallowfield
- 3 Fen Road
- 17 Fen Road

- 5 Isaak Walton Way
- 169 Water Street
- 171 Water Street
- 173 Water Street
- 177 Water Street

7.2 Their concerns can be summarised as follows:

Impact of additional height

- Additional height is unacceptable.
- Would be more obtrusive.
- Would dominate views
- Would loom over adjacent properties, overshadowing and overlooking them
- Would adversely impact the amenity of neighbours

Implications of retrospective application

- Site conditions should have been addressed in the original survey.
- Clear before commencement that digging-down would be necessary to achieve the approved ridge height, because levels were discussed in representations and at the Forum
- Vital for the integrity of the planning system not to reward disregard of previous decision
- Makes a mockery of the planning system.
- Developer should be fined.

Other issues

- Evergreen trees not used in landscaping.

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

1. Context of site, design and external spaces
2. Residential amenity
3. Principle of retrospective application

Context of site, design and external spaces

- 8.2 The additional height will make the roofs of these houses marginally more visible from some viewpoints. I do not consider this will have any significant impact on the character of the area.
- 8.3 In my opinion, the proposal is compliant in respect of its impact on the context with Cambridge Local Plan (2018) policies 55 and 57.

Residential Amenity

- 8.4 The increase in height proposed in this application is limited. I do not consider that the altered angles of view created would have any significant impact on overlooking. I do not consider that the additional height would make the proposed houses overbearing.
- 8.5 Having examined the shadow studies submitted at the time of the original, I am satisfied that the slight changes to shadow patterns occasioned by the height increase would not have any significant harmful impact.
- 8.6 In my view, the proposed development would not have any significant adverse impact on the residential amenity of the surrounding neighbours in terms of privacy, outlook or sunlight. In terms of neighbour amenity, it is compliant with policies 55 and 57 of the Cambridge Local Plan 2018.

Principle of Retrospective Application

- 8.7 It is a long-established principle of the planning system that the determination of a planning application must be made on the merits of the proposed development itself, and that the retrospective nature of an application must not prejudice the assessment on that basis. Notwithstanding the frustration often felt by local planning authorities and third parties at such applications, the integrity of the planning system is not undermined by this principle, but sustained by it. I do not consider that the increased height proposed in this application

would cause any significant harm in itself, and consequently, refusal of the application would be contrary to both policy 1 of the Cambridge Local Plan 2018, and the presumption in favour of sustainable development set out in Paragraph 11 of the NPPF. There is no provision in the planning system for fining those who make retrospective applications.

Third Party Representations

- 8.8 I have addressed the issues raised in representations apart from the question of the selection of tree species submitted to discharge the landscape condition. This is not an issue related to the development proposed in this application

9.0 CONCLUSION

- 9.1 In conclusion, I consider that the proposed development is acceptable and would comply with the provisions of the relevant Development Plan Policies. As such, approval subject to conditions is recommended.

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

1. 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.

2. Conditions 3-24 of planning permission 17/0675/FUL (set out below as conditions 3-24) shall continue to apply to this permission. Where such conditions pertaining to 17/0675/FUL have been discharged, the development of 18/1459/S73 shall be carried out in accordance with the terms of discharge and those conditions shall be deemed to be discharged for this permission also.

Reason: To define the terms of the application.

3. Prior to the commencement of the development (or phase of) or investigations required to assess the contamination of the site, the following information shall be submitted to and approved in writing by the local planning authority:

(a) Desk study to include:

- Detailed history of the site uses and surrounding area (including any use of radioactive materials)
- General environmental setting.
- Site investigation strategy based on the information identified in the desk study.

(b) A report setting out what works/clearance of the site (if any) is required in order to effectively carry out site investigations.

Reason: To adequately categorise the site prior to the design of an appropriate investigation strategy in the interests of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

4. Prior to the commencement of the development (or phase of) with the exception of works agreed under condition 3 and in accordance with the approved investigation strategy agreed under clause (b) of condition 3, the following shall be submitted to and approved in writing by the local planning authority:

(a) A site investigation report detailing all works that have been undertaken to determine the nature and extent of any contamination, including the results of the soil, gas and/or water analysis and subsequent risk assessment to any receptors

(b) A proposed remediation strategy detailing the works required in order to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters. The strategy shall include a schedule of the proposed remedial works setting out a timetable for all remedial measures that will be implemented.

Reason: To ensure that any contamination of the site is identified and appropriate remediation measures agreed in the interest of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

5. Prior to the first occupation of the development (or each phase of the development where phased) the remediation strategy approved under clause (b) to condition 4 shall be fully implemented on site following the agreed schedule of works.

Reason: To ensure full mitigation through the agreed remediation measures in the interests of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

6. Prior to the first occupation of the development (or phase of) hereby approved the following shall be submitted to, and approved by the local planning authority.
 - (a) A completion report demonstrating that the approved remediation scheme as required by condition 4 and implemented under condition 5 has been undertaken and that the land has been remediated to a standard appropriate for the end use.
 - (b) Details of any post-remedial sampling and analysis (as defined in the approved material management plan) shall be included in the completion report along with all information concerning materials brought onto, used, and removed from the development. The information provided must demonstrate that the site has met the required clean-up criteria.

Thereafter, no works shall take place within the site such as to prejudice the effectiveness of the approved scheme of remediation.

Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

7. Prior to importation or reuse of material for the development (or phase of) a Materials Management Plan (MMP) shall be submitted to and approved in writing by the Local Planning Authority. The MMP shall:
 - a) Include details of the volumes and types of material proposed to be imported or reused on site
 - b) Include details of the proposed source(s) of the imported or reused material

- c) Include details of the chemical testing for ALL material to be undertaken before placement onto the site.
- d) Include the results of the chemical testing which must show the material is suitable for use on the development
- e) Include confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development.

All works will be undertaken in accordance with the approved document.

Reason: To ensure that no unsuitable material is brought onto the site in the interest of environmental and public safety in accordance with Cambridge Local Plan 2018 policy 33.

- 8. If unexpected contamination is encountered whilst undertaking the development which has not previously been identified, works shall immediately cease on site until the Local Planning Authority has been notified and/or the additional contamination has been fully assessed and remediation approved following steps (a) and (b) of condition 4 above. The approved remediation shall then be fully implemented under condition 5

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety in accordance with Cambridge Local Plan 2018 Policy 33.

- 9. No development shall take place until full details of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate (Cambridge Local Plan 2018 policies 55 and 57).

10. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (eg drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development (Cambridge Local Plan 2018 policies 55, 57 and 59).

11. No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the building(s) is/are occupied and retained thereafter unless any variation is agreed in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure an appropriate boundary treatment is implemented (Cambridge Local Plan 2018 policies 55, 57 and 59).

12. No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 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 2018 policy 35).

13. There should be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on 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 2018 policy 35).

14. No air source heat pumps shall be installed unless a scheme for insulation in order to minimise the level of noise emanating from the said plant shall be submitted to and approved in writing by the local planning authority and the scheme as approved shall be fully implemented before the use of any air source heat pumps commences.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 35).

15. In the event of the foundations for the proposed development requiring piling, prior to the development taking place the applicant shall provide the local authority with a report / method statement for approval detailing the type of piling and mitigation measures to be taken to protect local residents from noise and/or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS 5228-1&2:2009 Code of Practice for noise and vibration control on construction and open sites. Development shall be carried out in accordance with the approved details.

Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

Reason: To protect the amenity of the adjoining properties (Cambridge Local Plan 2018 policy 35).

16. No development shall commence until a programme of measures to minimise the spread of airborne dust from the site during the demolition / construction period has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 36).

17. The finished ground floor level of the proposed development should be no lower than 5.85m AOD and there should be no raising of any existing external ground below a level of 5.55m AOD, as identified in the submitted FRA (MTC Engineering Aug 2016).

Reason: To mitigate against flood risk (Cambridge Local Plan 2018 policy 32).

18. Prior to the commencement of development a scheme for surface water drainage works shall be submitted to and approved in writing by the local planning authority. The details shall include an assessment of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the National Planning Policy Framework and the National Planning Policy Guidance, and the results of the assessment provided to the local planning authority. The system should be designed such that there is no surcharging for a 1 in 30 year event and no internal property flooding for a 1 in 100 year event + an allowance for climate change. The submitted details shall include the following:

- 1) Information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- 2) A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The approved details shall be fully implemented on site prior to the first use/occupation and shall be retained thereafter.

Reason: To ensure appropriate surface water drainage (Cambridge Local Plan 2018 policies 31 and 32).

19. No development hereby permitted shall be commenced until infiltration testing results and hydraulic calculations in accordance with BRE Digest 365 have been undertaken and submitted in writing to the local planning authority.

If infiltration is demonstrated unfeasible and a connection to the adopted surface water sewer is proposed, the drainage details should also be submitted to Anglian Water and their written acceptance of the scheme submitted to the local planning authority. A maximum discharge of 2l/s will be accepted unless justification is provided to and accepted by the local planning authority. The development shall be carried out in accordance with the approved drainage details.

Reason: To ensure adequate surface water drainage of the site (Cambridge Local Plan 2018 policies 31 and 32).

20. The driveway hereby approved shall be constructed using a bound material for the first 6m from the back of the adopted public highway, to prevent debris spreading onto the adopted public highway. Once constructed the driveway shall thereafter be retained as such.

Reason: In the interests of highway safety (Cambridge Local Plan 2018 policy 81).

21. The access shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway, in accordance with a scheme submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority.

Reason: To prevent surface water discharging to the highway (Cambridge Local Plan 2018 policies 31, 32 and 81).

22. Prior to the commencement of the first use the vehicular access where it crosses the public highway shall be laid out and constructed in accordance with the approved drawing and retained free of obstruction thereafter.

Reason: In the interests of highway safety and to ensure satisfactory access into the site (Cambridge Local Plan 2018 policy 81).

23. Prior to occupation of the development hereby approved, the cycle parking and bin storage provision shall be implemented in accordance with the details shown on drawing no.PL-1-01 Rev P5 unless otherwise agreed in writing. The provision shall be retained in accordance with the approved details thereafter.

Reason: To ensure sufficient cycle and bin storage provision for the development (Cambridge Local Plan 2018 policies 56, 57 and 82).

24. Notwithstanding the provisions of Schedule 2, Part 1, Classes A and B of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification), the enlargement, improvement or other alteration of the dwellinghouse(s), including the insertion of any dormer windows, shall not be allowed without the granting of specific planning permission.

Reason: To protect the amenity of adjoining properties and to preserve the character of the area (Cambridge Local Plan 2018 policies 55, 57 and 58).

INFORMATIVE: To satisfy the plant sound insulation condition, the rating level (in accordance with BS4142:2014) from all plant, equipment and vents etc (collectively) associated with this application should be less than or equal to the existing background level (L90) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Tonal/impulsive sound frequencies should be eliminated or at least considered in any assessment and should carry an additional correction in accordance with BS4142:2014. This is to prevent unreasonable disturbance to other premises. This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 15 minute period).

It is recommended that the agent/applicant submits an acoustic prediction survey/report in accordance with the principles of BS4142:2014 "Methods for rating and assessing industrial and commercial sound" or similar, concerning the effects on amenity rather than likelihood for complaints. Noise levels shall be predicted at the boundary having regard to neighbouring premises.

It is important to note that a full BS4142:2014 assessment is not required, only certain aspects to be incorporated into an acoustic assessment as described within this informative.

Such a survey / report should include: a large scale plan of the site in relation to neighbouring premises; sound sources and measurement / prediction points marked on plan; a list of sound sources; details of proposed sound sources / type of plant such as: number, location, sound power levels, sound frequency spectrums, sound directionality of plant, sound levels from duct intake or discharge points; details of sound mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full sound calculation procedures; sound levels at a representative sample of noise sensitive locations and hours of operation.

Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked.

PLANNING COMMITTEE

9th January 2019

Application Number	18/1120/FUL	Agenda Item	
Date Received	27th July 2018	Officer	Lewis Tomlinson
Target Date	21st September 2018		
Ward	Romsey		
Site	8 Coldhams Grove Cambridge CB1 3HW		
Proposal	Change of use to a 9 bed HMO (House in Multiple Occupation) erection of a bin/bike store, and erection of a single storey rear extension.		
Applicant	Mr Li 8 Coldhams Grove Cambridge CB1 3HW		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The proposed development would not have any significant adverse impact on the residential amenity of the neighbouring occupiers and would provide an acceptable level of amenity for future occupiers; - The proposed development is unlikely to give rise to any significant adverse impact upon on street car parking capacity on the surrounding streets.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 No. 8 Coldhams Grove is a substantially extended two storey semi-detached property located at the end of a cul-de-sac on the south - eastern side of Coldhams Grove. There is 1 car parking space to the front. There are no site constraints.

2.0 THE PROPOSAL

- 2.1 The proposal seeks planning permission for a change of use from a dwelling (C3) to a 9 bed/person HMO (sui generis).

2.2 The applicant amended the proposal to:

- Include an extension/conservatory to provide internal access from the ground floor bedrooms, that currently have no internal access, to the main house.
- And to omit a bedroom (opposite the bathroom on the first floor). As it was approx. 6sqm, it cannot be classed as a bedroom as it falls below 7.5sqm as outlined in the internal space standards in Policy 50 of the Cambridge Local Plan (2018). This reduced the number of proposed bedrooms from 10 to 9.

3.0 SITE HISTORY

3.1 None relevant

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 2018 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2018	Local	1, 3, 27, 35, 36, 48, 50, 51, 55, 56, 58, 59, 80, 81, 82,

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

Central Government Guidance	National Planning Policy Framework July 2018 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 (Annex A)
Supplementary Planning Guidance	Sustainable Design and Construction (May 2007)

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 The proposal provides only one car parking space within the site. Recent guidance contained within the National Planning Policy Framework and the IHT guidance on best practice in car parking provision advises that parking provision for new residential development is based upon levels of access to a private car for existing residential uses in the surrounding area. It is advised that the Planning Authority should assess the impact of the proposal in regard to the guidance provided within the National Planning Policy Framework in tandem with the Local Plan Parking Standards. The streets in the vicinity provide uncontrolled parking, and so, as there is no effective means to prevent residents from owning a car and seeking to keep it on the local streets this demand is likely to appear on-street in competition with existing residential uses. The development may therefore impose additional parking demands upon the on-street parking on the surrounding streets and, whilst this is unlikely to result in any significant adverse impact upon highway safety, there is potentially an impact upon residential amenity which the Planning Authority may wish to consider when assessing this application.

Environmental Health

- 6.2 No objection subject to the inclusion of a condition regarding 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:

- Camcycle (Objection)

- 7.2 The representations can be summarised as follows:

- 1 cycle parking space should be provided per bedroom.
- Additional details have been provided showing Sheffield stands spaced at only 750mm, however the Local Plan and the Cambridge Cycle Parking Guide for New Residential Developments requires spacing of 1,000mm between Sheffield stand centres, as well as 600mm spacing away from any surrounding walls or poles.

- 7.3 Councillor Dave Baigent has called in the application to be considered at planning committee for the following reasons:

- The amount of cars that may be using this property and parking;
- Such a large HMO will have a significant impact on the surrounding cul-de-sac and has the potential to result in unacceptable noise pollution.
- Lack of detail about room sizes and adequacy of communal space.

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

8.0 ASSESSMENT

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

1. 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. Drainage
8. Third party representations

Principle of Development

8.2 The proposal as amended seeks planning permission for a change of use from a dwelling (C3) to a 9 bed/person HMO (sui generis). Policy 48 of the Cambridge Local Plan (2018) states that development of HMO's will be permitted providing:

- a) it does not create an over-concentration of such a use in the local area, or cause harm to residential amenity or the surrounding area;
- b) the building or site (including any outbuildings) is suitable for use as housing in multiple occupation, with provision made, for example, for appropriate refuse and recycling storage, cycle and car parking and drying areas; and
- c) will be accessible to sustainable modes of transport, shops and other local services.

8.3 I consider that the proposal complies with the above criteria of Policy 48 and the reasons for this are set out in the relevant sections of this report.

Context of site, design and external spaces (and impact on heritage assets)

8.4 The proposal is to change the use of the semi-detached property to a large HMO (Sui Generis use class) with 9 bedrooms accommodating 9 people. It is detailed in the plans that the dwelling would provide two kitchens, a lounge and a dining room. The proposal also includes two bathrooms, a shower room, a toilet and an en-suite. There is a garden to the

rear which has enough room to provide sheltered cycle parking and bin storage provision. These facilities are considered appropriate for 9 people.

- 8.5 The application also includes an extension/conservatory link to provide internal access from the two ground floor bedrooms (that currently have no internal access to the main house). This would be single storey and therefore would appear subservient. To ensure the internal link is provided, a condition is recommended stating that prior to the commencement of the use the link must be provided. A condition is also recommended that the windows for the ground floor bedrooms are obscure glazed to protect the occupants privacy.
- 8.6 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 48, 55 & 56.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.7 The proposal would mean an increase in the number of occupants by three compared to the permitted development fallback of a small HMO (use class C4). There will be an increase in comings and goings within the property and consequently noise. The Environmental Health Team have been consulted as part of the application and have not raised any objections on the grounds of potential disturbance. Therefore I do not consider the increased comings and goings would be detrimental to the amenity of neighbouring properties. As the proposal is for a change of use and a single storey extension located away from neighbouring properties, there will be no additional impact in terms of overlooking, overshadowing or overbearing to neighbouring occupiers.

Wider area

- 8.8 The Environmental Health Team has recommended a construction hours condition in order to protect the residential amenity of occupiers of properties in the wider area during construction. I accept this advice and have recommended the condition accordingly. I have considered the impact of additional demand for car parking spaces in the 'car parking' section below.

- 8.9 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 (2018) policies 35, 55 and 56.

Amenity of future occupiers

- 8.10 Policy 50 of the Cambridge Local Plan (2018) sets out internal residential space standards. The bedroom that was opposite the bathroom on the first floor was approximately 6sqm. Bedrooms must be a minimum of 7.5sqm to be classed as a bedroom. The applicant has since amended the plans to omit that bedroom from the proposal. The other 9 bedrooms are all above 7.5sqm. The proposal also includes a large amenity area to the rear of the property.
- 8.11 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 (2018) policy 50.

Refuse Arrangements

- 8.12 The bins would be located in the rear garden within a store. A condition is recommended requesting further details of this storage.
- 8.13 In my opinion the proposal is compliant in this respect with Cambridge Local Plan (2018) policy 48.

Highway Safety

- 8.14 The Highway Authority was consulted as part of the application and does not consider there would be any adverse impact upon highway safety but has raised the issue that the proposal could impose additional parking demands upon the on-street parking on the surrounding streets, this is addressed in the below section regarding car parking.
- 8.15 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

Car Parking

- 8.16 The proposal includes one car parking space. The site is located in a very sustainable location just off Coldhams Lane. Romsey has a variety of shops and services, and the city centre is within walking/cycling distance. There are also multiple bus stops in close proximity to the site. The surrounding streets are adopted highway with uncontrolled on-street parking. However, many of the surrounding dwellings in Coldhams Grove benefit from on plot parking. It is to be noted that the proposal would mean an increase in the number of occupants by three compared to the permitted development fallback of a small HMO and adequate cycle parking would also be required to be provided by condition. In consideration of all these points, I do not consider that the proposal would result in a significant increased pressure on existing on street car parking capacity that would warrant a refusal of the application.

Cycle Parking

- 8.17 The proposal includes a detached cycle storage shed in the rear garden. Camcycle has raised concerns regarding the size of this store. As there is adequate room to accommodate a cycle store in principle, I have recommended a condition requesting further details of cycle storage to be submitted and agreed before occupation.
- 8.18 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 82.

Third Party Representations

- 8.19 I have dealt with the third party representations in the preceding paragraphs.

9.0 CONCLUSION

- 9.1 The proposal would not result in an adverse impact upon neighbouring properties in terms of parking or noise and would provide an acceptable level of amenity for future occupiers.

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 91 of the Town and Country Planning Act 1990 (as amended by 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 property shown as 8 Coldhams Grove shall be occupied by no more than 9 no. people at any one time.

Reason: A more intensive use would need to be reassessed in interests of the amenity of neighbouring properties (Cambridge Local Plan 2018 policies 56 and 48).

4. Prior to the commencement of the use, details of facilities for the covered, secured parking of bicycles and facilities for the storage of bins in the rear garden, 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 and retained as such thereafter.

Reason: To ensure appropriate provision for the secure storage of bicycles and appropriate storage of bins (Cambridge Local Plan 2018 policies 48, 55, 56, and 82).

5. No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 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 2018 policy 35).

6. Prior to the commencement of the use hereby approved, the ground floor porch link must be provided to ensure internal access for the two ground floor bedrooms, and the windows for these bedrooms must be fitted with obscured glazing (meeting as a minimum Pilkington Standard level 3 in obscurity) and shall be non-opening unless the part of the window, door or opening is more than 1.7m above the finished floor level of the room in which it is installed. The link and windows shall be retained as such thereafter.

Reason: To ensure internal access to the main house for the two ground floor bedrooms and in the interests of residential amenity (Cambridge Local Plan 2018 Policies 48, 55 & 58).

INFORMATIVE: Housing standards

The works below are needed in order to comply with legislative requirements relating to HMOs. If the applicant has any questions relating to the works below, please contact Alex Kyte, Senior Technical Officer, Residential Team on 01223 457955 or alex.kyte@cambridge.gov.uk

Overcrowding

- Ensure each bedroom has a minimum of 6.5m² floor space
- Ensure that each room is only occupied by one person and that the property has no more than 10 people in total

Shared toilet and bathroom facilities

- There should be a bathroom and toilet for every 5 occupiers. However, it is not reasonable to expect tenants to have to leave the property in order to access a bathroom. Therefore some form of sheltered area is required to the courtyard between the ground floor rear bedrooms and the bathroom accessed via the hallway leading to the kitchen. This bathroom looks to be very small, therefore the applicant may need to borrow some space from the adjacent bedroom to ensure that this bathroom isn't impractically small.
- The proposed bathroom adjacent to the ground floor conservatory can only be accessed via the conservatory. Therefore the window would need to be an escape window in case there was a fire in the conservatory. Also this bathroom would need to be a decent size (the current proposed bathroom looks very small) and heated. It may be more practical to not make this room into a bathroom and to keep it as a store room.
- The second floor bedrooms have no bathroom on the same floor as them and there is only one bathroom on the 1st floor for the 6 bedrooms on the first and second floors to share. The large bedroom on the first floor has an en-suite bathroom, which if made into a bathroom that could be shared by the other bedrooms, which would resolve the lack of a bathroom on the 2nd floor.

Fire Fighting Equipment

- A light duty fire blanket of dimensions no less than 1m by 1m and manufactured to BS6575 or equivalent to be fitted to both kitchens in a quick-release carrier/container that is wall-mounted with the pull-tab approximately 1.5m above the floor level and with no obstructions below. The carrier/container is to be sited between the entrance door to the kitchen and the cooking appliances.

Fire Doors

- 30 minute fire resisting doors should be fitted to:

- Each bedroom
- The passageway between the lounge and entrance hall
- The passageway between the entrance hall and the small rear left kitchen
- The passageway between the rear entrance hall and the small rear left kitchen
- The passageway between the rear entrance hall and the dining area
- The passageway between the rear entrance hall and the large rear right kitchen
- Install the fire doors and maintain them in accordance with BS8214: 2008. The fire doors must be hung on three steel butt hinges and fitted with surface fixed overhead self-closing device adequately adjusted to ensure the door will completely close without any additional assistance. A combined intumescent strip and smoke seal to be fitted into a rebate along the head of the door and down both sides and the door to be fitted and adjusted to ensure a there is a consistent 3mm gap between door and frame all round.

Fire Detection and Alarm System

- Install a Grade D, LD2 fire alarm and detection system comprising mains powered and interlinked detectors each with battery backup. There is no fire alarm control panel and no manual call-points. Heat detector coverage must be provided to the kitchen and smoke detector coverage must be provided to both front and rear entrance halls, first and second floor landings and also extending into the lounge and diner and each bedroom. The fire alarm system must achieve 75db(A) in all sleeping rooms at the bed head and with the room door closed, and 65db(A) in all other rooms and areas. This will be verified by the case officer during a final site inspection.

Means of Escape

- The front and rear means of escape doors needs a thumb turn lock to enable keyless exit in the event of a fire.
- Any locks on bedroom doors should enable keyless exit from the inside of the room.

- The ground floor front right bedroom is accessed via the risk room of the lounge, therefore making this bedroom an "inner room". Provide (or ensure that the current windows can be used as) an emergency escape window to the ground floor front right bedroom, to comply with Building Regulations Approved Document B. Minimum unobstructed opening to be 0.33m² in area with a minimum width of 450mm and minimum height of 733mm. The bottom of the openable area of the window should be a minimum of 800mm from internal floor level and a maximum of 1100mm. Any difference between internal floor level and external ground level should not impede egress. The window should be easily openable in the event of an emergency and not be fitted with any form of locking device that requires a key to operate from within. It is strongly recommended that the officer who specified this requirement be consulted as to the type and location of the required escape window. If the size of the structural opening is to be enlarged, Building Control must be consulted, and in any case the replacement window must only be installed with Building Control Consent or be fitted by a FENSA (Fenestration Self-Assessment) Approved Contractor.

Documentation

Please forward a copy of the Installation and Commissioning Certificate for the fire detection and alarm system to this office.

- Instruct a qualified and competent electrician who is a member of a recognised trade body (such as NICEIC or NAPIT for example) to undertake an Electrical Installation Condition Report (EICR) for the fixed electrical system and provide a copy of this document to me. The EICR remains current for a period of 5 years for HMOs.
- Provide a copy of a landlord's annual gas safety certificate from a Gas Safe registered installer for the gas appliances at the property.

Please note that if 5 or more people are to occupy the HMO and as it is over 3 stories, then it will require a HMO licence. Therefore the applicant should contact the residential team on 01223 458050 (or <https://www.cambridge.gov.uk/licensing-of-houses-in-multiple-occupation>) in order to make a HMO licence application.

PLANNING COMMITTEE

9th January 2018

Application Number	18/1329/FUL	Agenda Item	
Date Received	10th September 2018	Officer	Mairead O'Sullivan
Target Date	5th November 2018		
Ward	Romsey		
Site	188 - 192 Mill Road And 2B Cockburn Street Cambridge CB1 3LP		
Proposal	Reconfiguration and extensions, incorporating dormer windows, and alterations to roof of building to provide 14 residential units (net increase of 9) along with bin and cycle storage.		
Applicant	Skymond Ltd		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The proposal creates a larger shared outdoor amenity space which is more meaningful and usable space when compared with the approved scheme. - The new units would meet with the requirements of policy 50 in terms of internal space - The proposal would not harm the residential amenity of neighbouring occupiers.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site is Nos. 188-192 Mill Road and No. 2B Cockburn Street. This comprises a tattoo studio, retail unit and five residential flats. The buildings fronting Mill Road are two-storeys with retail units at ground-floor level and a consistent rhythm of first-floor windows above. The Cockburn Street

elevation is comprised of a small residential unit, set back from the road, and adjacent to the larger two-storey mass of No.2B Cockburn Street which has residential floor space above ground-floor garages.

- 1.2 The surrounding area is comprises a range of commercial units along Mill Road and typically terraced residential properties along the side streets. The site falls within the Mill Road East District Centre and the Central Conservation Area. The site lies within the newly designated Mill Road Opportunity Area. The site is outside the controlled parking zone.

2.0 THE PROPOSAL

- 2.1 A substantial part of the development proposed in this application has already been included in a previous application (ref. 17/2093/FUL). This application has been implemented and works are ongoing. The 2017 consent permitted works to 190-192 Mill Road and 2B Cockburn Street to provide 10 residential units (net increase of 7) The current proposal expands the red edged location plan to incorporate 188 Mill Road into the approved scheme (ref. 17/2093/FUL). It proposes two additional flats on the second floor bringing the total number to 14 flats with a net increase of 9, as there are 2 existing flats in the first floor of 188 Mill Road. These remain broadly the same as existing. The two new flats are proposed to be contained in the roof.
- 2.2 Whilst much of the proposal has been permitted through approval ref 17/2093/FUL, the applicant must apply for permission for the whole site as the works approved under 17/2093/FUL have not been completed. The application could not be dealt with as a section 73 application (minor material amendment) as it involves a change to the site edged red. As a result the works must be dealt with under a new FUL application. However, the approved scheme is a material consideration in the assessment of the current application.
- 2.3 The application proposes an additional dormer and rooflight to the Mill Road elevation above 188 Mill Road. A small extension is proposed at first floor and on the second floor to accommodate the new units. The Cockburn Street wing of the proposal is also amended to include a small increase to the footprint as the stairwell has been revised. A revised site plan

has been provided showing a bollard adjacent to Cockburn Street to prevent vehicular access to the site. This plan also shows additional planting including a new tree. The configuration of the second floor has been amended and head heights of the second floor clarified to ensure that units S8, S11 and S12 meet the space requirements of Policy 50 of the Cambridge Local Plan (2018)

3.0 SITE HISTORY

3.1 The planning history since 1995 consists of:

Reference	Description	Outcome
17/0493/FUL	Change of Use from Retail (Use Class A1) to Tattoo Parlour (Sui Generis Use)	Permitted.
17/0957/FUL	Reconfiguration and extensions, incorporating dormer windows, and alterations to roof of building to provide 12 residential units (net increase of 9 units) along with bin and cycle storage.	Refused Appeal dismissed
17/2093/FUL	Reconfiguration and extensions, incorporating dormer windows, and alterations to roof of building to provide 10 residential units (net increase of 7) along with bin and cycle storage.	Permitted

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 2018 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2018	Local	1, 3 31, 32, 33, 35, 36 50, 53 55, 56, 58, 59, 61, 64, 69 81, 82

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

Central Government Guidance	<p>National Planning Policy Framework March 2018</p> <p>National Planning Policy Framework – Planning Practice Guidance March 2014</p> <p>Circular 11/95 (Annex A)</p> <p>Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)</p>
Supplementary Planning Guidance	<p>Sustainable Design and Construction (May 2007)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p> <p>Planning Obligation Strategy (March 2010)</p>

Material Considerations	<u>City Wide Guidance</u> Cycle Parking Guide for New Residential Developments (2010) Roof Extensions Design Guide (2003)
	<u>Area Guidelines</u> Mill Road Area Conservation Area Appraisal (2011)

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 Following implementation the residents of the site will not qualify for Residents' Permits (other than visitor permits) within the Residents' Parking Schemes. Informative required.

Environmental Health

- 6.2 Conditions required with respect to:

- Construction hours;
- Collection during construction;
- Dust;
- Noise insulation;
- Contaminated land

Conservation team

- 6.3 No objection: No conservation issues. The shopfront is to be refurbished, and the proposed new dormer and roof light will match those previously approved. A condition is requested to control the dormer design.

Nature Conservation Officer

- 6.4 No objection: Request that green roofs are provided on the flat roofs. Request an informative about nesting birds and a condition requiring nest box provision for swifts.

Urban Design team

- 6.5 Objection: The proposal fails to meet floorspace standards. If approved should be subject to the same conditions as the previous application.

Head of Streets and Open Spaces (Landscape Team)

- 6.6 Objection: Concerned that the hard paved approach and wide access will lead to the communal space being used as informal parking. Parking should be designed out of the proposal. None of the units have access to private amenity space. This is contrary to 2018 Local Plan however, it is considered that it would be impractical to provide balconies or patios to this development. In this context it becomes more important to provide quality communal space where it is available to do so and therefore we require further development of the communal space design to ensure it would provide a usable space for residents.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

- 6.7 Objection: Considered to be a major application and therefore requires surface water drainage details to be submitted. The proposal is unacceptable without such a scheme.

Shared Waste Service

- 6.8 No objection: This development will need to allow space for the following bins:

Refuse: 1 x 1100 litre and 1 x 360 litre

Recycling: 1 x 1100 litre and 1 x 360 litre blue bins

Food waste: 1 x 360 litre green bin

The bin store must not have a code or a key except for a Fire Brigade FB2 key, and must have level access and a drop kerb onto the road. Waste arrangements for the existing commercial units should remain as at present.

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

7.0 REPRESENTATIONS

7.1 The owners or occupiers of the following addresses have made representations objecting to the proposal:

- 9 Cockburn Street
- 11 Cockburn Street x2

7.2 The issues raised in representations can be summarised as follows:

- Overdevelopment of the site
- Increased noise and disturbance
- Insufficient bin storage space
- Insufficient cycle storage space
- Increased pressure on on-street car parking
- Car parking will cause noise, pollution and dust
- Harm the character of the area by increasing short-term tenancies
- Development timeline for the whole site should not have been set in place before decision-making was complete.

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 (and impact on heritage assets)
3. Residential amenity
4. Refuse arrangements
5. Highway safety
6. Car and cycle parking
7. Other
8. Third party representations
9. Planning Obligations (s106 Agreement)

Principle of Development

- 8.2 The provision of extra housing within the city is supported in the Cambridge Local Plan (2018). Policy 3 supports proposals for housing development on previously-developed land within the urban area of Cambridge. The site currently includes residential uses above the existing commercial uses and future occupiers would have a wide range of services and facilities within a very close distance. For these reasons, I consider the principle of the development is acceptable in accordance with policies 1 and 3 of the Cambridge Local Plan (2018).

Context of site, design and external spaces and impact on heritage assets

- 8.3 The extensions and alterations proposed are broadly similar to those already approved under 17/2093/FUL. The current proposal incorporates 188 Mill Road into the plans and includes an additional dormer and roof light on the front elevation, some minor changes to the extension adjacent to Cockburn Street and an extension to the rear of 188 Mill Road at second floor. The majority of the proposal is as approved. The additional dormer visible from the streetscene continues the approved rhythm of dormers and the Conservation Officer is satisfied that this element is acceptable subject to a condition requiring details of the dormers. The alterations to the Cockburn Street Wing are minor and not visually significant. The extension to 188 is in keeping with the approved design and would be tucked away behind the existing building and shielded from view from the street from the Cockburn Street wing. The changes proposed to 188 are respectful of the existing building and the design previously approved on the rest of the site. Neither the urban design team nor the conservation team raises any objections to the additional element of the proposal. In my view the proposals are substantially similar to the previous scheme, and the impact on the character of the area and the conservation area is considered to be acceptable.
- 8.4 The Landscape Officer raised concerns about the original plans submitted as part of the application as there were concerns that the hard landscape shown would be used for informal parking. She requested that this was designed out and that, as it is not possible to provide private external space as part of the proposal due to the constraints of the site, further detail should

be provided to show the space to the rear would be usable as garden space for future occupiers.

- 8.5 The applicant has provided a revised site plan showing a bollard adjacent to Cockburn Street to prevent vehicular access into the site. Further landscaping is shown which softens the environment so it reads as a courtyard garden space. The biodiversity officer requested some further green on site and the applicant has confirmed that a new native tree can be provided along with the shrubs shown. I am satisfied with the landscape details in principle and have recommended a hard and soft landscape condition to deal with the details. The condition and informative regarding swift nesting boxes recommended by the Biodiversity Officer has also been recommended.
- 8.6 In my opinion, the proposed works and alterations would preserve the character and appearance of the Conservation Area. As such, the proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 58, 59 and 61.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.7 The extensions and alterations to the built form proposed are substantially the same as the previous application. For the sake of completeness, I have reiterated much of the assessment from the last application here. The neighbouring properties are Nos. 2 and 2A Cockburn Street to the south and the residential uses above No. 194 to the east. The revised proposal incorporates 188 Mill Road into the site and includes some extensions to this property. I have included an assessment on the amenity of 186 Mill Road below.
- *No. 186 Mill Road*
- 8.8 It is unclear what the use of the nearest window to the rear of 186 serves. There are some minor alterations to the rear of 188 at first and second floor. The additions are modest in scale and would not have any significant impact on any residential use above 186 as the extensions would be set off the boundary with the property. Given the set away and minor scale I am satisfied that there would be no significant enclosure or overshadowing impact.

- *Nos.2 and 2A Cockburn Street*

8.9 There are no windows on the side (north) elevation of Nos.2 and 2A Cockburn Street that face towards the application site. The proposed development would not be prominent from the garden or windows of this neighbour and I am confident that this relationship would be acceptable. The revised plans extend the element adjacent to these properties further into the site at ground and first floor to accommodate a revised stairwell arrangement. As there are no windows adjacent to this I am satisfied that the addition would not harm the amenity of this occupier.

- *No. 194 Mill Road*

8.10 There is a comfortable separation distance from No.194 Mill Road to the east such that the increase in ridge height proposed would not result in any harmful visual enclosure or overshadowing being experienced. There are already views across the street towards this neighbour and the proposal would not result in any harmful loss of privacy.

8.11 For these reasons, 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 (2018) policies 55, 56 and 58.

Amenity for future occupiers of the site

8.12 A number of the approved units are below the internal space standard requirement of policy 50 of the new local plan. The proposal does reconfigure the units but all units which met the space standards as part of the approved 17/2093/FUL continue to meet with the space standards as part of the current application. Both of the new units (S11 and S12) meet with the space standards. The plans have been amended since submission as unit S8, which was above the space standards in the original approval, fell below the minimum of 37sqm. The amendment reconfigured the flat and clarified through a section plan how storage space is calculated. The revisions bring this unit back to 37sqm which meets with the minimum internal space standard for a studio unit. The below table provides a comparison of the internal floorspace for each flat under the current proposal and the approved application.

	18/1329/FUL (current application – 9 additional units)	17/2093/FUL (previous approval – 7 additional units)
Ground	S1 – 40.25 (1 bed unit)	S1 – 47.2 (1-bed unit)
	S2 – 41.3 (1 bed unit)	S2 – 41.8 (1-bed unit)
First	S3 – 32.3 (studio)	S3 – 32.3 (studio)
	S4 – 38.3 (studio)	S4 – 38.9 (studio)
	S5 – 34.3 (studio)	S5 – 35.5 (studio)
	S6 – 44.8 (studio)	S6 – 32.3 (studio)
	S7 – 50 (1 bed unit)	S7 – 55.1 (1-bed unit)
Second	S8 – 37.06 (studio)	S8 – 45.5 (studio)
	S9 – 37.9 (studio)	S9 – 35.2 (studio)
	S10 – 41 (studio)	S10 – 50.1 (studio)
	S11 – 37.04 (studio)	
	S12- 37.17 (studio)	

8.13 Unit S1 fell below the space standards for a 1 bed unit and has been reduced further but the internal space remains greater than the minimum of 37sqm for a one person unit with shower room. Unit S4 and S5 as approved fell below the space standards and have been reduced a marginal amount so continue to be under the space standards required by policy 50. Unit S6 increases in size from falling under the space standard to being 44.8sqm. Similarly unit S9 increases from being 35.2sqm, 2sqm below the standard, to meeting the minimum requirement of 37sqm.

- 8.14 The increase to the site area incorporating 188 Mill Road allows for the creation of a larger communal courtyard space. The applicant has provided a revised site plan showing a bollard to prevent car access to the courtyard. Further planting and a new tree are also shown. Final details of landscaping are recommended to be dealt with by condition. The increase to the courtyard space is a significant benefit of the proposal as the previous application did not provide any meaningful external space. In my view, subject to further details of landscape by condition, the communal garden space would provide a good quality shared external amenity space which is a significant improvement on the approved scheme.
- 8.15 For these reasons, I am satisfied that the proposal would provide an acceptable level of amenity for the future occupants that is appropriate for the urban context. I consider that in this respect the current proposal is compliant with Cambridge Local Plan (2018) policies 56 and 58

Drainage

- 8.16 The proposal does not significantly change the footprint of the buildings when compared with the approved scheme (17/2093/FUL). Contrary to the Drainage Officer's comments, due to the increase in units being under 10, the proposal is classified as a minor application. As a result I can see no reason to require drainage details up front as these were conditioned as part of the previous approval. The condition on the extant permission has been applied to be discharged but remains outstanding on the system. I am satisfied that a further condition requiring details of surface water drainage for the whole site would be an acceptable means of dealing with surface water drainage matters for the site.

Refuse Arrangements

- 8.17 The proposal includes a large internal bin store with a straightforward means of access onto Cockburn Street for collections. The bin store would be convenient to use so there would be no reason for users to leave bins on the highway beyond the collection day. The Waste Officer has commented on the application detailing the required number of bins for the development. The stores appear to be adequately large to accommodate the required bins. A condition is recommended to

ensure the bins provided meet with the Waste officer's comments and if not details are to be provided to the Local Planning Authority for approval prior to occupation of the new units. Subject to this condition I consider the proposed bin store to be adequate.

Highway Safety

- 8.18 The Highway Authority has raised no objection to the proposal on highway safety grounds. The informative regarding residents parking permits has been recommended.

Car and Cycle Parking

- *Car parking*

- 8.19 The previous approval removed the two existing car parking spaces from the site and proposed a car-free development which was considered to be acceptable. Whilst policy 82 of the Cambridge Local Plan seeks to prevent car-free developments in areas which do not have any controls on parking on surrounding streets, the principle of car free development for much of the site has already been accepted and it would be unreasonable to require car parking for the two new units particularly given the sites location within the Mill Road East Local Centre within close proximity to public transport links and cycle and pedestrian infrastructure. The lack of car parking on site combined with the amalgamation of the sites also provides a larger courtyard space for future occupiers of the residential units. In my view the lack of off-street car parking is acceptable.

- *Cycle parking*

- 8.20 The proposal includes 20 no. covered cycle parking spaces. This exceeds the Council's adopted minimum standards.
- 8.21 For these reasons, in my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 82.

Other

- 8.22 The Environmental Health Officer has been re-consulted on the revised site plan as he raised concerns that additional landscaping may give rise to a need for additional contaminated

land conditions. I will update the amendment sheet with his comments.

Third Party Representations

- 8.23 I have addressed the majority of the concerns in the body of my report but will cover any outstanding matters in the below table:

Representation	Response
Overdevelopment of the site	The proposal is considered to respect the constraints of the site.
Increased noise and disturbance	The addition of two further flats is not considered to have any significant impact on noise disturbance to surrounding occupiers.
Insufficient bin storage space	The bins requested by the waste officer would fit within the store shown on the plans. A condition is recommended requiring the bins to be provided in accordance with the waste officers comments.
Insufficient cycle storage space	The proposed cycle parking exceeds the minimum policy standards.
Increased pressure on on-street car parking	The principle of car-free development has already been accepted. See paragraph 8.19
Car parking will cause noise, pollution and dust	No car parking proposed
Harm the character of the area by increasing short-term tenancies	There is no information to suggest the flats would be used for short term lets. This would require a change of use application.
Development timeline for the whole site should not have been set in place before decision-making was complete.	I can only assess the application as applied for. Whilst ideally the whole site would have been included in the original application I am satisfied that the addition of 188 into the site and the proposed alterations to facilitate this would be acceptable.

Planning Obligations (s106 Agreement)

- 8.24 National Planning Practice Guidance Paragraph 031 ID: 23b-031-20160519 sets out specific circumstances where contributions for affordable housing and tariff style planning obligations (section 106 planning obligations) should not be sought from small scale and self-build development. This follows the order of the Court of Appeal dated 13 May 2016, which gives legal effect to the policy set out in the Written Ministerial Statement of 28 November 2014 and should be taken into account.
- 8.25 The guidance states that contributions should not be sought from developments of 10-units or less, and which have a maximum combined gross floor space of no more than 1000sqm. The proposal (which would create increase of nine units) represents a small scale development and as such no tariff style planning obligation is considered necessary.

9.0 CONCLUSION

- 9.1 In conclusion, the proposed external works are minor and subject to condition would preserve and enhance the character and appearance of the Conservation Area. Whilst a number of the units fail to meet the space standards required by policy 50 of the Local Plan, these have already been approved as being under the standards and the benefit of the additional external amenity space to the rear is considered to be significant. The proposal would provide adequate bike and bin storage. The principle of a car-free development has been accepted under the previous consent and given the sustainable location of the site and as only two further units are proposed, I consider the lack of car parking to be acceptable. The extensions would not harm the amenity of surrounding occupiers.

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 91 of the Town and Country Planning Act 1990 (as amended by 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 construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 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 2018 policy 35).

4. There shall be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on 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 2018 policy 35).

5. No development shall commence until a programme of measures to minimise the spread of airborne dust from the site during the demolition / construction period has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 36).

6. Prior to the commencement of development/construction, a noise insulation / attenuation scheme as appropriate, 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) and other mitigation to reduce the level of noise experienced internally at the residential units as a result of high ambient noise levels in the area shall be submitted to and approved in writing by the local planning authority. The scheme shall have regard to the external and internal noise levels recommended in British Standard 8233:2014 "Guidance on sound insulation and noise reduction for buildings". The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall be retained thereafter.

Reason: To provide an acceptable living environment for future occupants (Cambridge Local Plan 2018 policies 35 and 56).

7. Construction traffic to the site shall accord with the details approved under 17/2093/COND7

Reason: In the interest of highway safety (Cambridge Local Plan 2018 policy 81).

8. Materials shall be constructed in accordance with the details approved under 17/2093/COND8

Reason: In the interests of the visual amenity of the Conservation Area and to ensure that the quality and colour of the detailing of the brickwork/stonework and jointing is acceptable and maintained throughout the development (Cambridge Local Plan 2018 policies 55, 56 and 61).

9. Any non-masonry wall systems shall be constructed in accordance with the details approved under 17/2093/COND9

Reason: In the interests of the visual amenity of the Conservation Area (Cambridge Local Plan 2018 policies 55, 56 and 61).

10. The roof shall be constructed in accordance with the details approved as part of 17/2093/COND10

Reason: In the interests of the visual amenity of the Conservation Area (Cambridge Local Plan 2018 policies 55, 56 and 61).

11. No dormers shall be constructed until full details, at a scale of 1:10, showing the construction, materials, rainwater disposal and joinery of the dormers, including their cheeks, gables, glazing bars and mouldings, have been submitted to and approved in writing by the Local Planning Authority. Dormers shall thereafter be constructed only in accordance with the approved details.

Reason: To avoid harm to the special interest of the Conservation Area (Cambridge Local Plan 2018, policy 61).

12. External joinery shall be constructed in accordance with the details approved under 17/2093/COND12

Reason: In the interests of the visual amenity of the Conservation Area (Cambridge Local Plan 2018 policies 55 56 and 61).

13. Any railings shall be constructed in accordance of the details approved under condition ref 17/2093/COND13

Reason: In the interests of the visual amenity of the Conservation Area (Cambridge Local Plan 2018 policies 55, 56 and 61).

14. Prior to the occupation of the development, hereby permitted, the windows identified as having obscured glass on the approved plans shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent and shall have restrictors to ensure that the windows cannot be opened more than 45 degrees beyond the plane of the adjacent wall. The glazing shall thereafter be retained in accordance with the approved details.

Reason: In the interests of residential amenity (Cambridge Local Plan 2018 policies 55, 57/58).

15. Prior to the commencement of development, other than demolition, a scheme for surface water drainage works shall be submitted to and approved in writing by the Local Planning Authority. The details shall include an assessment of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the National Planning Policy Framework and the National Planning Policy Guidance, and the results of the assessment provided to the Local Planning Authority. The system should be designed such that there is no surcharging for a 1 in 30 year event and no internal property flooding for a 1 in 100 year event + an allowance for climate change. The submitted details shall include the following:
- 1) Information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - 2) A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The approved details shall be fully implemented on site prior to the first use/occupation and shall be retained thereafter.

Reason: To ensure appropriate surface water drainage (Cambridge Local Plan 2018 policies 31 and 32).

16. No development above ground level, other than demolition, shall commence until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing by the Local Planning Authority. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development (Cambridge Local Plan 2018 policies 55, 57 and 59).

17. Prior to the occupation of the units, a plan shall be submitted to and approved in writing by the Local Authority detailing the proposed specification, number and locations of internal and / or external swift boxes on the buildings. The installation shall be carried out prior to the occupation of the new units and shall be subsequently maintained in accordance with the approved plans.

Reason: To protect the local swift population (Cambridge Local Plan 2018 policy 70).

18. Prior to the occupation of the unit the following refuse bins will be provided for occupiers of the new units. The bins will be kept in the store shown on the approved store.

Refuse: 1 x 1100 litre and 1 x 360 litre

Recycling: 1 x 1100 litre and 1 x 360 litre blue bins

Food waste: 1 x 360 litre green bin

Refuse provision will be provided and retained in accordance with the above details unless otherwise agreed in writing with the Local Planning Authority

Reason: To ensure adequate refuse provision and in the interest of visual amenity (Cambridge Local Plan 2018 policies 56 and 58).

INFORMATIVE: Dust condition informative

To satisfy the condition requiring the submission of a program of measures to control airborne dust above, the applicant should have regard to:

-Council's Supplementary Planning Document - "Sustainable Design and Construction 2007":

<http://www.cambridge.gov.uk/public/docs/sustainable-design-and-construction-spd.pdf>

-Guidance on the assessment of dust from demolition and construction

http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf

- Air Quality Monitoring in the Vicinity of Demolition and Construction Sites 2012

http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring_construction_sites_2012.pdf

-Control of dust and emissions during construction and demolition - supplementary planning guidance

https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf

INFORMATIVE: Following implementation of any Permission issued by the Planning Authority in regard to this proposal the residents of the site will not qualify for Residents' Permits (other than visitor permits) within the Residents' Parking Schemes to be implemented on surrounding streets.

INFORMATIVE: The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or being built. Planning consent for a development does not provide a defence against prosecution under this act.

Buildings, trees and scrub are likely to contain nesting birds between 1st March and 31st August inclusive. Buildings are present on the application site and are to be assumed to contain nesting birds between the above dates, unless a recent survey has been undertaken by a competent ecologist to assess the nesting bird activity on site during this period and has shown it is absolutely certain that nesting birds are not present.

PLANNING COMMITTEE

9th January 2019

Application Number	18/1625/FUL	Agenda Item	
Date Received	18th October 2018	Officer	Lewis Tomlinson
Target Date	13th December 2018		
Ward	Queen Ediths		
Site	Land To Rear Of 53 - 55 Wulfstan Way Cambridge		
Proposal	Erection of three dwellings and provision of access.		
Applicant	Cambridge Investment Partnership LLP CIP Officers Mill Road Depot Mill Road Cambridge CB1 2AZ		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The proposed development would make effective use of a previously developed site to create additional affordable housing units; - The design and scale of the proposed development would respond sympathetically to the surrounding built form; - The proposed development would not have any significant adverse impact on the residential amenity of the neighbouring occupiers; <p>The proposed development is unlikely to give rise to any significant adverse impact upon on street car parking capacity on the surrounding streets.</p>
RECOMMENDATION	APPROVAL

0.0 BACKGROUND

- 0.1 This planning application has been submitted by Cambridge Investment Partnership (CIP) which is a joint venture company set up by Cambridge City Council and Hill Investment

Partnership. The purpose of the partnership is to help increase the amount of affordable housing within Cambridge. The target is to provide 500 new dwellings across the City using mainly council owned sites/assets. The City Council has received £70million grant funding from central government, as part of the Devolution Deal, to help achieve this target.

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site consists of an area of unused land to the rear of 53 – 55 Wulfstan Way. To the north of the site is the rear garden access for No.10 Godwin Way, to the south of the site is the Queen Edith Chapel and to the east of the site is Queen Edith Community Primary School. There are no site constraints.

2.0 THE PROPOSAL

- 2.1 The proposal is to erect a pair of semi-detached 2 bedroom dwellings and a detached 3 bedroom dwelling. The proposal would include cycle parking and waste provision for each dwelling and a total of 4 car parking spaces on the site (two for plot 1, one for plot 2 and one for plot 3). Provision has also been made to ensure the occupiers of 10 Godwin Way retain access to the rear garden from within the site. Dropped kerbs are also being provided for No.53 and 55 Wulfstan Way to allow parking within their curtilage.
- 2.2 The applicant amended the proposal to:
- Move the cycle parking shed/bin storage to the front of plots 2 & 3, reducing the car parking spaces to one each for plots 2 & 3.
 - The first floor window serving the bedroom on the south facing elevation of Plot 1 would be obscure glazed.

3.0 SITE HISTORY

Reference	Description	Outcome
11/1022/FUL	Erection of a new bungalow	Approved

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 2018 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2018	1, 3, 31, 32, 33, 35, 36, 50, 51, 52, 55, 56, 57, 59, 70, 71, 80, 81, 82

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

Central Government Guidance	National Planning Policy Framework July 2018 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 (Annex A)
Supplementary Planning Guidance	Sustainable Design and Construction (May 2007)

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

6.1 No objection.

6.2 Recommends the inclusion of conditions regarding unbound material, surface water run-off, construction of access, removal of permitted development rights in relation to gates, access free

of obstruction and an informative regarding works within the highway.

Drainage Officer

- 6.3 No objection to the proposal subject to a surface water drainage condition and a finished ground floor level.

Environmental Health

- 6.4 No objection subject to the inclusion of conditions regarding construction hours, construction collections, construction/demolition noise/vibration & piling, dust, contamination and an informative regarding dust.

Landscape Officer

- 6.5 No objection subject to the inclusion of conditions regarding soft and hard landscaping and boundary treatment.

Streets and Open Spaces (Trees)

- 6.6 No objection subject to a condition requiring tree protection to be implemented in accordance with the submitted details.
- 6.7 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:
- Camcycle (Objection)
 - The Trustees of Queen Edith Chapel (Objection)
- 7.2 The representations can be summarised as follows:

Camcycle

- The cycle parking is located in the rear garden of plots 2 & 3 and improperly designed and access paths are too narrow.
- Plot 1 has inadequate cycle parking for a 3 bed.

- Gates are less than 1m
- The applicants have provided six car parking spaces, which exceeds the maximum levels permitted in Appendix L of the new Local Plan

The Trustees of Queen Edith Chapel

- Plot 1 would overlook the grassed area which is used as a recreation space by after school clubs and children's activities and would also overlook an area where in the future The Trustees of Queen Edith Chapel may potentially apply to build a dwelling, which could cause loss of light to the future occupants of Plot 1.
- It would create a further vehicle access onto Wulfstan Way at a point where there is already considerable congestion during the hours that parents of the nearby Queen Edith School drop off and collect their children.

7.3 The Trustees of Queen Edith Chapel have since withdrawn their objection.

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

8.0 ASSESSMENT

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

1. 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. Drainage
8. Trees
9. Ecology
10. Third party representations

Principle of Development

- 8.2 Policy 3 of the Cambridge Local Plan (2018) states that the majority of new development should be focused in and around the existing urban area, making the most effective use of previously developed land, and enabling the maximum number of people to access services and facilities locally.

Policy 52 Protecting garden land and the subdivision of existing dwelling plots

- 8.3 As the proposal is for the subdivision of an existing residential plot, policy 52 of Cambridge Local Plan (2018) is relevant in assessing the acceptability of the proposal.
- 8.4 Policy 52 of the Cambridge Local Plan (2018) states that: Proposals for development on sites that form part of a garden or group of gardens or that subdivide an existing residential plot will only be permitted where:
- a. the form, height and layout of the proposed development is appropriate to the surrounding pattern of development and the character of the area;
 - b. sufficient garden space and space around existing dwellings is retained, especially where these spaces and any trees are worthy of retention due to their contribution to the character of the area and their importance for biodiversity;
 - c. the amenity and privacy of neighbouring, existing and new properties is protected;
 - d. provision is made for adequate amenity space, vehicular access arrangements and parking spaces for the proposed and existing properties; and
 - e. there is no detrimental effect on the potential comprehensive development of the wider area.

- 8.5 I consider that the proposal complies with the above five criteria and the reasons for this are set out in the relevant sections of this report.

Context of site, design and external spaces (and impact on heritage assets)

- 8.6 The site is located within an area that is characterised by two storey housing. The houses that surround the site in Wulfstan Way and Godwin Way are set back from the road with gardens and driveways in front and reasonable rear gardens.
- 8.7 The proposed development of 3 no. two storey dwellings, 2 within a semi-detached arrangement would respond to the surrounding context in terms of built form and provide reasonably sized rear gardens. The dwellings are of simple design which in my view would be in keeping with the prevailing character of the area. Therefore, in terms of design and scale I consider the proposed development is an acceptable response to the site context. The layout of the dwellings ensures that the site is legible and provides adequate car parking and turning space.
- 8.8 The Landscape Officer has recommended a hard and soft landscaping condition alongside a boundary treatment condition to ensure that the shared space is adequate and that privacy is protected for future occupants and neighbouring properties.
- 8.9 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 55, 56 & 57.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.10 Given that the minimum distance between the neighbouring properties and any of the proposed dwellings is 15m, and the proposed houses are of an appropriate scale, the proposal would not in my opinion have a significant overbearing/overshadowing impact upon occupiers of the neighbouring properties. The east facing elevation of Plot 3 would measure 7.4m to the ridge, 5.8m to the eaves and would have a width of 8.9m. It would be close to the boundaries of No's.53 & 55 Wulfstan Way. However, due its siting, it would not span the entire length of either property boundary and would be over 16m away from the rear elevations of No's 53 & 55 Wulfstan Way. In light of the above points, it would not have a significant impact upon No's.53 & 55 Wulfstan Way. The first

floor window on the west facing elevation of plot 3 and the first floor window on the east facing elevation of plot 2 would serve bathrooms. Therefore I have recommended a condition to ensure these bathroom windows are obscure glazed and are vertically hung with 45 degree restrictors to minimize any potential overlooking impact.

8.11 The first floor windows on the south facing elevation of plot 1 would overlook the grassed area to the rear of the Queen Edith Chapel. One of these windows would serve a bathroom and one would serve a bedroom. Therefore I recommended an obscure glazed condition to restrict any overlooking impact upon the grassed area to the rear of the Queen Edith Chapel.

8.12 I have assessed above the potential impact on the residential amenity of the surrounding occupiers in terms of overlooking, overbearing sense of enclosure and overshadowing. I am satisfied that the proposed dwellings due to their orientation, layout and distance from existing dwellings and boundaries, would not have a significant adverse impact on the residential amenity of the neighbouring occupiers such that it would warrant refusal.

Wider area

8.13 The Environmental Health Team has recommended various construction related conditions in order to protect the residential amenity of occupiers of properties in the wider area during construction. I accept this advice and have recommended the conditions accordingly.

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 (2018) policies 35, 36, 55 and 56.

Amenity for future occupiers of the site

8.15 Policy 50 of the Cambridge Local Plan (2018) sets out internal residential space standards. All the proposed units comply and exceed the standards. In this regard, the units would provide a high quality internal living environment for the future occupants in my opinion. The gross internal floor space measurements for units in this application are shown in the table below:

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m ²)	Proposed size of unit	Difference in size
1	3	4	2	84	94.5	+10.5
2	2	3	2	70	83	+13
3	2	3	2	70	83	+13

8.16 Policy 50 of Cambridge Local Plan (2018) states that all new residential units will be expected to have direct access to an area of private amenity space. All the proposed units would have a private garden area that is considered to be of an acceptable size to accommodate the number of occupants. Notwithstanding that, plot 2 would have a smaller garden than the other plots. To ensure that adequate private amenity space is retained for plot 2, I recommended that permitted developments rights are removed for extensions and outbuildings.

8.17 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 (2018) policy 50.

8.18 The development has been assessed for compliance with Policy 51 and, subject to a minor revision to the internal layout, complies with the requirements of Part M4 (2) of the Building Regulations. I have recommended a condition to secure this requirement.

Refuse Arrangements

8.19 The proposed refuse storage arrangement consists of a dedicated bin storage point in the front gardens of plots 2 & 3 and the rear garden of plot 1, close to the access for ease of movement to the collection point. The drag distance for the bins to the collection point (pavement on Wulfstan Way) would be circa 35 metres. This is over the recommended travel distance of 25 metres as set out in the RECAP Waste Design Guide (2012). As the County Highway Authority will not adopt the access road, the refuse vehicles are unlikely to use the access road to collect the bins. Therefore the onus will be on the future occupiers to ensure the bins are taken to the collection point

and returned. As there is no alternative solution and as there is a need for affordable dwellings within the city, I do not consider the issue with the drag distance is significant enough to warrant refusal of this application. An informative shall be attached regarding Cambridge City Council's assisted bin collection.

- 8.20 In my opinion the proposal is compliant in this respect with Cambridge Local Plan (2018) policy 57.

Highway Safety

- 8.21 The Highway Authority was consulted as part of the application and does not consider there would be any adverse impact upon highway safety. The Highway Authority has recommended a condition regarding visibility splays. No visibility splays are shown on the submitted plans and it would not be possible to achieve them within the red line boundary, therefore the condition is not considered reasonable. All other conditions are considered necessary.
- 8.22 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

Car Parking

- 8.23 The proposal includes four car parking spaces; 2 for plot 1 (3 bed) and 1 each for plot 2 & 3 (2 beds). This complies with the maximum standards in the Cambridge Local Plan (2018) which would seek 1 car parking space for dwellings with up to 2 bedrooms and 2 car parking spaces for dwellings with 3 or more bedrooms. The car parking spaces have been laid out to ensure they are accessible and to enable a parked car to leave the site in forward gear.

Cycle Parking

- 8.24 The proposal includes detached cycle storage sheds in the front gardens of plots 2 & 3 and in the rear garden of plot 1. The applicant has amended the plans since submission to relocate the cycle sheds in plots 2 & 3 from the rear garden to the front garden. This partly addresses concerns raised by Camcycle. Camcycle has also raised concerns regarding the size of the

cycle parking sheds and the size of the access to Plot 1. I have recommended a condition requesting further details of cycle storage to be submitted and a boundary treatment condition is also recommended which can ensure that the gate on plot 1 would be wide enough to maneuver bikes in and out.

- 8.25 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 82.

Integrated water management and flood risk

- 8.26 A flood risk assessment was submitted with the application. The Drainage Team has advised that a surface water drainage strategy can be secured by condition in this case. A surface water drainage scheme condition alongside a finished ground floor level condition is therefore recommended. In my opinion, the proposal is compliant with the paragraph 163 of the National Planning Policy Framework (2018) and policy 31 of the Cambridge Local Plan (2018).

Trees

- 8.27 The proposal would result in the loss of a tree (identified as Category C in the Arboricultural Impact Assessment). The Trees Officer has raised no objection to this, but has recommended that a condition be added to ensure that a group of trees that lie just beyond the north-eastern boundary of the site are protected during construction in accordance with the details contained within the AIA. In my opinion, subject to this condition, the proposal is compliant with Cambridge Local Plan (2018) policy 71.

Ecology

- 8.28 The Ecology Officer comments have not been received to date and will be reported on the amendment sheet.

Third Party Representations

- 8.29 The Trustees of Queen Edith Chapel have objected to the application on the basis that Plot 1 would be in close proximity to an area where they may apply for a residential dwelling. As no dwelling has been approved on the site, I cannot give this

significant weight in my recommendation. I have dealt with the other third party representations in the preceding paragraphs.

9.0 CONCLUSION

- 9.1 The proposed development of 3 no. two storey dwellings including cycle and bin storage and car parking would make efficient use of brownfield land to provide new affordable housing. The proposal would not result in an adverse impact upon neighbouring properties and would provide an acceptable level of amenity for future occupiers.

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. Submission of Preliminary Contamination Assessment:

Prior to the commencement of the development (or phase of) or investigations required to assess the contamination of the site, the following information shall be submitted to and approved in writing by the local planning authority:

- (a) Desk study to include:
 - Detailed history of the site uses and surrounding area (including any use of radioactive materials)
 - General environmental setting.
 - Site investigation strategy based on the information identified in the desk study.

- (b) A report setting set out what works/clearance of the site (if any) is required in order to effectively carry out site investigations.

Reason: To adequately categorise the site prior to the design of an appropriate investigation strategy in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13 and Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, policy 33).

4. Submission of site investigation report and remediation strategy:

Prior to the commencement of the development (or phase of) with the exception of works agreed under condition 3 and in accordance with the approved investigation strategy agreed under clause (b) of condition 3, the following shall be submitted to and approved in writing by the local planning authority:

- (a) A site investigation report detailing all works that have been undertaken to determine the nature and extent of any contamination, including the results of the soil, gas and/or water analysis and subsequent risk assessment to any receptors
- (b) A proposed remediation strategy detailing the works required in order to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters. The strategy shall include a schedule of the proposed remedial works setting out a timetable for all remedial measures that will be implemented.

Reason: To ensure that any contamination of the site is identified and appropriate remediation measures agreed in the interest of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13 and Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, policy 33).

5. Implementation of remediation.

Prior to the first occupation of the development (or each phase of the development where phased) the remediation strategy approved under clause (b) to condition 4 shall be fully implemented on site following the agreed schedule of works.

Reason: To ensure full mitigation through the agreed remediation measures in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13 and Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, policy 33).

6. Completion report:

Prior to the first occupation of the development (or phase of) hereby approved the following shall be submitted to, and approved by the local planning authority.

- (a) A completion report demonstrating that the approved remediation scheme as required by condition 4 and implemented under condition 5 has been undertaken and that the land has been remediated to a standard appropriate for the end use.
- (b) Details of any post-remedial sampling and analysis (as defined in the approved material management plan) shall be included in the completion report along with all information concerning materials brought onto, used, and removed from the development. The information provided must demonstrate that the site has met the required clean-up criteria.

Thereafter, no works shall take place within the site such as to prejudice the effectiveness of the approved scheme of remediation.

Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13 and Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, policy 33).

7. Material Management Plan:

Prior to importation or reuse of material for the development (or phase of) a Materials Management Plan (MMP) shall be submitted to and approved in writing by the Local Planning Authority. The MMP shall:

- a) Include details of the volumes and types of material proposed to be imported or reused on site
- b) Include details of the proposed source(s) of the imported or reused material
- c) Include details of the chemical testing for ALL material to be undertaken before placement onto the site.
- d) Include the results of the chemical testing which must show the material is suitable for use on the development
- e) Include confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development.

All works will be undertaken in accordance with the approved document.

Reason: To ensure that no unsuitable material is brought onto the site in the interest of environmental and public safety in accordance with Cambridge Local Plan 2006 policy 4/13 and Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, policy 33).

8. Unexpected Contamination:

If unexpected contamination is encountered whilst undertaking the development which has not previously been identified, works shall immediately cease on site until the Local Planning Authority has been notified and the additional contamination has been fully assessed and remediation approved following steps (a) and (b) of condition 4 above. The approved remediation shall then be fully implemented under condition 5.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13 and Cambridge Local Plan 2014: Proposed Submission, July 2013 (submitted March 2014), as amended by the Inspectors' Main Modifications, policy 33).

9. The dwellings hereby approved shall not be occupied until details of facilities for the covered, secured parking of bicycles for use in connection with the development hereby permitted have been submitted to and approved by the local planning authority in writing. The approved facilities shall be provided in accordance with the approved details before dwellings are occupied.

Reason: To ensure appropriate provision for the secure storage of bicycles (Cambridge Local Plan 2018 policies 55, 56, and 82).

10. No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 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 2018 policy 35).

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

Reason: To protect the amenity of the adjoining properties (Cambridge Local Plan 2018 policy 35).

12. In the event of the foundations for the proposed development requiring piling, no such piling shall take place until a report / method statement detailing the type of piling and mitigation measures to be taken to protect local residents noise and or vibration has been submitted to, and approved in writing by, the local planning authority. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS 5228-1&2:2009 Code of Practice for noise and vibration control on construction and open sites. Development shall be carried out in accordance with the approved details. Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

Reason: To protect the amenity of the adjoining properties (Cambridge Local Plan 2018 policy 35).

13. No development shall commence until a programme of measures to minimise the spread of airborne dust from the site during the demolition / construction period has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 36).

14. For plot 2, notwithstanding the provisions of Schedule 2, Part 1, Classes A and E of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification): the enlargement, improvement or other alteration of the dwellinghouses; and the provision within the curtilage of the dwellinghouses of any building or enclosure, swimming or other pool, shall not be allowed without the granting of specific planning permission.

Reason: To ensure sufficient amenity space is retained for future occupiers of the dwelling, to protect the character of the area and to protect the amenity of neighbouring occupiers (Cambridge Local Plan 2018 policies 52 and 57).

15. Notwithstanding the approved plans, the dwellings, hereby permitted, shall be constructed to meet the requirements of Part M4(2) 'accessible and adaptable dwellings' of the Building Regulations 2010 (as amended 2016).

Reason: To secure the provision of accessible housing (Cambridge Local Plan 2018 policy 51).

16. The following windows shall be fitted with obscured glazing (meeting as a minimum Pilkington Standard level 3 in obscurity) and shall be non-opening unless the part of the window, door or opening is more than 1.7m above the finished floor level of the room in which it is installed. For the avoidance of doubt, these windows are:

- The first floor window on the west facing elevation serving plot 3
- The first floor window on the east facing elevation serving plot 2
- The first floor windows on the south facing elevation serving plot 1

The development shall be retained as such thereafter.

Reason: In the interests of residential amenity (Cambridge Local Plan 2018 policies 55 and 58).

17. The driveway hereby approved shall be constructed using a bound material for the first 6m from the back of the adopted public highway, to prevent debris spreading onto the adopted public highway. Once constructed the driveway shall thereafter be retained as such.

Reason: In the interests of highway safety (Cambridge Local Plan 2018 policy 81).

18. Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 1995, (or any order revoking, amending or re-enacting that order) no gates shall be erected across the approved access unless details have first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety (Cambridge Local Plan 2018 policy 81).

19. Prior to the first occupation or bringing into use of the development, hereby permitted, the vehicular access where it crosses the public highway shall be laid out and constructed in accordance with the approved plans and shall be retained as such thereafter.

Reason: In the interests of highway safety and to ensure satisfactory access into the site (Cambridge Local Plan 2018 policy 81).

20. The driveway hereby approved shall be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway. Once constructed the driveway shall thereafter be retained as such.

Reason: To prevent surface water discharging to the highway, in the interests of highway safety (Cambridge Local Plan 2018 policy 81).

21. Prior to the first occupation or bringing into use of the development, hereby permitted, the manoeuvring area shall be provided in accordance with the approved drawings. The manoeuvring area shall be retained free of obstruction thereafter.

Reason: In the interests of highway safety (Cambridge Local Plan 2018 policy 81).

22. No development above ground level, other than demolition, shall commence until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing by the Local Planning Authority. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development (Cambridge Local Plan 2018 policies 55, 57 and 59).

23. Tree protection measures shall be implemented throughout the course of the development in accordance with the details in the Arboricultural Impact Assessment (Ref: 69977-WW V5 dated 18th September 2018), and the agreed means of protection shall be retained on site until all equipment and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with the Tree Protection Plan, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority. If any tree shown to be retained is damaged, remedial works as may be specified in writing by the local planning authority will be carried out. If any tree shown to be retained is removed, uprooted, destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

Reason: In the interests of visual amenity and safeguarding trees that are worthy of retention (Cambridge Local Plan 2018, Policy 81).

24. No development above ground level, other than demolition, shall commence until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatments to be erected. The boundary treatment shall be completed in accordance with the approved details prior to the first occupation or the bringing into use of the development (or other timetable agreed in writing by the Local Planning Authority) and retained as approved thereafter.

Reason: To ensure an appropriate boundary treatment is implemented in the interests of visual amenity and privacy (Cambridge Local Plan 2018 policies 55, 57 and 59).

25. No development hereby permitted shall be commenced until a surface water drainage scheme for the site, based on sustainable drainage principles and in accordance with Cambridge City Council local plan policies, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is occupied.

The scheme shall be based upon the principles within the agreed Flood Risk Assessment and Drainage Strategy prepared by MLM (ref: 581291-MLM-ZZ-XX-RP-C-0010) dated 28/11/2018 and shall also include:

- a) Details of the existing surface water drainage arrangements including runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;
- b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change) , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with a schematic of how the system has been represented within the hydraulic model;
- c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
- d) A plan of the drained site area and which part of the proposed drainage system these will drain to;
- e) Full details of the proposed attenuation and flow control measures;
- f) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
- g) Full details of the maintenance/adoption of the surface water drainage system;
- h) Measures taken to prevent pollution of the receiving groundwater and/or surface water

The approved details shall be fully implemented on site prior to the first use/occupation and shall be retained thereafter.

Reason: To ensure appropriate surface water drainage (Cambridge Local Plan 2018 policies 31 and 32).

26. Notwithstanding the approved plans, the finished ground floor levels to be set no lower than 300mm above the 1 in 100 year flood levels + climate change allowance, in accordance with [FRA, Ref: 581291-MLM-ZZ-XX-RP-C-0010, Date 28/11/2018].

Reason: To ensure appropriate surface water drainage (Cambridge Local Plan 2018 policies 31 and 32).

INFORMATIVE: Dust condition informative

To satisfy the condition requiring the submission of a program of measures to control airborne dust above, the applicant should have regard to:

-Council's Supplementary Planning Document - "Sustainable Design and Construction 2007":

<http://www.cambridge.gov.uk/public/docs/sustainable-design-and-construction-spd.pdf>

-Guidance on the assessment of dust from demolition and construction

http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf

- Air Quality Monitoring in the Vicinity of Demolition and Construction Sites 2012

http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring_construction_sites_2012.pdf

-Control of dust and emissions during construction and demolition - supplementary planning guidance

https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf

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 applicant's 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.

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.

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.

INFORMATIVE:

For residents who are unable to place their bin at the normal collection point, Cambridge City Council offers an assisted collection service. For further information, please visit www.cambridge.gov.uk/get-help-putting-your-bin-out-for-collection (link correct at time of decision) or contact 01223 458282.

PLANNING COMMITTEE

9th January 2019

Application Number	18/0879/S73	Agenda Item	
Date Received	30th May 2018	Officer	Mairead O'Sullivan
Target Date	25th July 2018		
Ward	Trumpington		
Site Proposal	The Cottage Gazeley Road Cambridge CB2 9HB S73 application to vary conditions 2 (approved drawings) and 6 (obscure glazing) of permission 16/2040/FUL (Erection of dwelling and creation of new vehicular access) to allow removal of approved basement, removal of the approved integrated garage and proposed replacement garage, bike store and bin store, proposed dormer window, non-obscured glazing on upper floor windows, additional tree planting along northern boundary, and associated internal and external alterations.		
Applicant	Mr Julien Cooper 125 Victoria Road Romford RM1 2LX UK		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The revisions to the obscure glazing made as part of the application are acceptable and do not give rise to unacceptable overlooking of neighbouring properties - The changes to the building are minor and do not compromise the design
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site, The Cottage, comprises a detached property and associated garden land on the north side of

Gazeley Road. There are a variety of trees and shrubs on the site. To the west of the site are the flats of Gilmerton Court and the associated garages of these properties. The north, east and south of the site is comprised predominantly of large detached properties along Gazeley Road and Long Road set within spacious plots.

- 1.2 A small strip of the south-west corner of the site is covered by a TPO group order.

2.0 THE PROPOSAL

- 2.1 The application is made under section 73 of the Town and Country Planning Act (1990) and seeks to make amendments to conditions 2 and 6 of approval 16/2040/FUL. The original application (16/2040/FUL) was approved by members at the 1st March 2017 meeting of planning committee. The approval was for a single dwelling with vehicular access on land within the residential property known as The Cottage on Gazeley Road.
- 2.2 The application seeks to amend the approved drawing condition (condition 2) to allow for minor changes to the design of the building. The revised plans remove the lower ground floor. The garage is proposed to be reconfigured and moved into a new extension to the west side of the building. Bikes and bins are no longer proposed in a separate store but would be included within the new garage arrangement. The internal layout is proposed to be reconfigured and a lift is proposed. An additional dormer is proposed in the western side elevation of the roof and PV panels are also proposed to the roof.
- 2.3 The application also seeks to amend condition 6 of approval ref 16/2040/FUL to allow amendments to the obscure glazing arrangement. The obscure glazing condition (no.6) requires all windows above ground floor on the north elevation and all of the first floor windows on the south elevation to be obscure glazed. The current application has been amended since submission as there were concerns that the removal of obscure glazing on the northern elevation would give rise to overlooking of the private garden of 108 Long Road. The obscure glazing has been revised and is proposed on all windows at first floor and above on the north elevation. The windows on the south elevation are proposed to be clear glazed.

3.0 SITE HISTORY

Reference	Description	Outcome
16/2040/FUL	Erection of dwelling and creation of new vehicular access.	Permitted.
C/90/1037	Outline application for erection of detached dwelling (renewal of unexpired consent)	Permitted.
C/87/1023	Outline application for the erection of a detached dwelling house.	Permitted.
C/66/0523	Modernisation and alterations of existing cottage for use as a dwelling house	Permitted.

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 2018 policies, Supplementary Planning Documents and Material Considerations.

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2018	Local	1 3
		31 32 35 36
		50 51 52
		55 56 57 59 71
		81 82

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

Central Government Guidance	<p>National Planning Policy Framework July 2018</p> <p>National Planning Policy Framework – Planning Practice Guidance from 3 March 2014 onwards</p> <p>Circular 11/95 (Annex A)</p> <p>Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)</p>
Supplementary Planning Documents (These have been prepared in parallel with the Local Plan preparation and will be shortly adopted by the Executive Councillor by an out of cycle decision.)	Cambridgeshire and Peterborough Flood and Water
Previous Supplementary Planning Documents (These documents, prepared to support policies in the 2006 local plan are no longer SPDs, but are still material considerations.)	<p>Sustainable Design and Construction (May 2007)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p>

Material Considerations	<u>City Wide Guidance</u> Arboricultural Strategy (2004) Cambridge City Council Waste and Recycling Guide for Developers. Cycle Parking Guide for New Residential Developments (2010)
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6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 No comment on the amended plans. The original comments made on the full application are still relevant.

Environmental Health

- 6.2 No objection. Two conditions are requested regarding piling and construction hours.

Refuse and Recycling

- 6.3 No comments received.

Head of Streets and Open Spaces (Tree Team)

- 6.4 No comments received.

Head of Streets and Open Spaces (Landscape Team)

- 6.5 No material landscape matters.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

- 6.6 No objection. Details of the proposed sedum roof should be submitted when an application is made to discharge the surface water drainage related condition.

6.7 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 objecting to the application:

- 106 Long Road
- 108 Long Road x3

7.2 The representations in opposition can be summarised as follows:

- The lack of obscure glazing is unacceptable. The new dwelling; Beaumont House, sited on the adjacent plot, was required to have obscure glazed windows facing the garden of 106 Long Road and the distance is comparable to the distance between this proposal and 108 Long Road.
- Will overshadow and overlook adjoining properties on Long Road
- Other recent approvals have required obscure glazing on first floor habitable windows to ensure no privacy loss.
- The case officer on the original application visited the site and considered the obscure glazing to be required. Clear glass would allow a panoramic view of the garden, reception and bedrooms of 108 Long Road
- The planting is not an adequate solution
- The property should be flipped so habitable rooms face south
- Appreciate amendments to improve overlooking concerns
- Windows on north should not be openable
- Original landscape proposals were favourable as they provide screening

7.3 The owners/occupiers of the following address have made representations in support of the application:

- The Lodge, 4 Gazeley Road x3

7.4 The representations in support can be summarised as follows:

- Support the removal of the basement
- Support the removal of the garage

- Indifferent about the proposed materials (whether red or yellow brick)
- Large fir tree should be preserved
- Request that gates no more than 3m wide and indented so cars can pass on the lane.
- The only matter is whether the top floor needs obscure glazing as the 1st floor would be screened by trees
- The site is in an urban area where all properties are overlooked

7.5 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. Water management and flood risk
4. Noise and vibration
5. Inclusive access
6. Residential amenity
7. Refuse arrangements
8. Highway safety
9. Car and cycle parking
10. Third party representations

Principle of Development

8.2 The principle of residential development and the subdividing of the plot were accepted as part of the full application. This was assessed under policy 3/10 of the 2006 Local Plan. Policy 52 is the equivalent to this policy in the Cambridge Local Plan (2018). Policy 52 relates to development on garden land and subdivision of plots. This states that proposals on garden land will only be permitted where a) the form/height/layout respects the surrounding character, b) there is sufficient space retained to the existing dwelling and any worth trees are retained, c) adequate amenity and privacy to neighbours is protected, d) adequate provision of amenity space, vehicular access and car

parking for proposed and existing properties and, e) the proposal does not compromise development of the wider area.

- 8.3 The design is broadly the same as approved and the changes and additions are assessed under the relevant heading below in line with criterion a). Adequate garden space has been retained by the host dwelling in line with criterion b). The impact on neighbouring properties is assessed under the relevant paragraphs below in line with criterion c). Amenity for future occupiers and car parking are addressed under the relevant paragraphs below in accordance with criterion d). Criterion e) is not relevant.

Context of site, design and external spaces

- 8.4 The proposed replacement garage is a modest structure. Given its low height and siting tucked behind the existing Cottage, I am satisfied that it would not appear prominent and have no concerns about the structure in design terms.
- 8.5 The additional dormer on the side elevation is a small pitched roof addition and in my view this does not significantly change the appearance of the building. The fenestration changes are all minor and do not compromise the approved design.
- 8.6 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 52, 55, 56, 57 and 59.

Integrated water management and flood risk

- 8.7 The Drainage Officer has requested that details of the sedum roof proposed for the garage be provided as part of the discharge of the drainage condition. I recommend that the original proposed drainage condition is modified slightly to include the requirement for the green roof details. I note the applicant has already applied to discharge this condition on the approved application but that the condition is currently still awaiting determination. The drainage condition may need to be re-discharged if the current application is approved by members to ensure details of the green roof are agreed with the Drainage Officer.
- 8.8 In my opinion the applicants have suitably addressed the issues of water management and flood risk, and the proposal is in

accordance with Cambridge Local Plan (2018) policies 31 and 32.

Noise and vibration

- 8.9 The Environmental Health Officer has requested that two conditions are included regarding construction hours and piling. I consider these to be appropriate and have also recommended these two conditions in the interest of the amenity of surrounding occupiers.
- 8.10 In my opinion, subject to the conditions I have recommended, the applicants have suitably addressed the issues of noise and vibration, and that the proposal is in accordance with Cambridge Local Plan (2018) policy 35

Inclusive access

- 8.11 The proposed new dwelling would provide level access, a lift and off street car parking in close proximity to the entrance to the house. In my view the proposal has adequately addressed inclusive access. As this is a section 73 application, I have not included a condition requiring compliance with part M(4)2 of building regulations/policy 51.
- 8.12 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 51, 56 and 57.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.13 The footprint and height of the building are no greater than approved. The garage which replaces the bike and bin store would result in an increase in built form but this is a single storey structure of 2.6m in height, which although within 3m of the Cottage, I am satisfied would not enclose or overshadow this occupier to a significant degree and would only be 100mm higher than a Permitted Development outbuilding which could be constructed in the future once the dwelling is complete.
- 8.14 The primary concern is the potential for the proposal to impact on the privacy of adjoining occupiers. The plans originally submitted as part of the section 73 application proposed the

removal of the obscure glazing on all windows on the north elevation. The occupiers of 106 and 108 Long Road both objected to the plans. The case officer in the committee report for the original application noted that the windows were amended as part of the application to be obscure glazed up to 1.7m above floor level as there were concerns about the overlooking impact to the Long Road gardens. The new dwelling on the adjacent plot at Beaumont House was cited in the report as a precedent as this was designed to have predominantly obscure glazed windows on the north elevation to ensure no overlooking of the Long Road gardens. The approval on the current application site was controlled by condition 6 which required the windows at first floor and above on the north elevation to be obscure glazed and on restrictors.

- 8.15 The applicant proposed replacement landscaping on this site to mitigate the impact and although there is a substantial distance of over 35m building to building, the garden space of 108 Long Road is very private and the clear upper floor windows proposed, even with the proposed landscaping, would impact on the privacy of this space. These gardens on Long Road are private spaces and as the new property on the adjacent property was designed to minimise potential overlooking of the garden of 106 Long Road, the loss of the obscure glazing on the north elevation was considered unacceptable.
- 8.16 The applicants has revised the plans and reinstated the obscure glazing up to 1.7m on the windows on the rear elevation. The internal layout has also been reconfigured so that two bathrooms are positioned on this elevation which would have obscure glazed windows. The other first and second floor windows would serve bedrooms and would have obscure glazing up to 1.7m above the floor level. The two second floor bedrooms would also be served by roof lights. Bedroom 2 would be solely served by a mainly obscure glazed window. It is the only bedroom which this applies to and whilst this is not ideal I do not consider it significantly harmful to warrant refusal.
- 8.17 Under the original consent the first floor windows on the south elevation served bathrooms and a secondary window to a bedroom. These windows were also required by condition to be obscure glazed. The revisions to this application have reconfigured the internal layout so the south elevation now provides windows to two bedrooms. Bedroom 3 is nearest to

the Cottage. This room has one narrow window in the south elevation with a larger window looking east. The window looking east has been permitted as clear glazed. The other window proposed would look towards the cottage but would be a small secondary window and would only have oblique views towards the Cottages. In my view, this would not give rise to any significant loss of privacy to the occupiers of the Cottage.

8.18 The revised plans propose a larger glazed element to serve Bedroom 1 at first floor on the south elevation. These windows would allow views towards Beaumont House but the views would be across the front garden which is already visible from Gazeley Road and in my view this would not be significantly harmful to the privacy of this occupier. The windows would also look across the front of The Cottage but at a very oblique angle.

8.19 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 (2018) policies 35, 55 and 56.

Amenity for future occupiers of the site

8.20 The proposal is broadly similar to the approved scheme in terms of amenity for future occupiers. The revised proposal removes the basement but the dwelling would provide internal space significantly above the minimum standards. The property also provides a large rear garden. I am satisfied that it would provide a high standard of amenity for future occupiers.

The gross internal floor space measurements for units in this application are shown in the table below:

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m ²)	Proposed size of unit	Difference in size
1	1	5 bed 9 person	3	134 sqm	250 sqm	116 sqm

Size of external amenity space: approx. 55 sqm

- 8.21 In my opinion the proposal provides a high-quality and accessible 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 (2018) policies 50, 51 and 52

Refuse Arrangements

- 8.22 Bins are no longer proposed to be provided in a dedicated store but are now shown in the proposed garage. There is no objection to the revised arrangement. As with the approved application, the drag distance to Gazeley Road is beyond the maximum distances stipulated in the RECAP Waste Management Design Guide (2012) but this relationship would be similar to that of other properties along Gazeley Road.
- 8.23 In my opinion the proposal is compliant in this respect with Cambridge Local Plan (2018) policy 57.

Highway Safety

- 8.24 The Highway Authority has raised no objection to the application.
- 8.25 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

- 8.26 The number of off street car parking spaces proposed is reduced from 2 to one however I am satisfied that one space would be adequate given the sustainable location of the site.
- 8.27 Space to park 4 bicycles is shown in the garage. I consider this to be acceptable as it would comply with policy.
- 8.28 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 82.

Third Party Representations

- 8.29 I have addressed the majority of the concerns above. I will cover any outstanding matters in the below table.

Representation	
The lack of obscure glazing is unacceptable. The new dwelling Beaumont House, sited on the adjacent plot, was required to have obscure glazed windows facing the garden of 106 Long Road and the distance is comparable to the distance between this proposal and 108 Long Road.	The application has been amended to ensure obscure glazing up to 1.7m above floor level on the north elevation to ensure no loss of privacy to the Long Road gardens.
Will overshadow and overlook adjoining properties on Long Road	The footprint and height is no greater than approved. The revised obscure glazing overcomes the overlooking concerns.
Other recent approvals have required obscure glazing on first floor habitable windows to ensure no privacy loss.	Noted. This has been amended.
The case officer on the original application visited the site and considered the obscure glazing to be required. Clear glass would allow a panoramic view of the garden, reception and bedrooms of 108 Long Road	Noted. This has been amended.
The planting is not an adequate solution	The additional landscaping was not considered to mitigate the removal of obscure glazing on the north elevation. This has been amended.
The property should be flipped so habitable rooms face south	The internal layout has been amended so the master bedroom faces south and bathrooms are on the more sensitive northern elevation
Appreciate amendments to improve overlooking concerns	

Windows on north should not be openable	The windows on the north elevation are conditioned to be on restrictors as well as obscure glazed to a minimum of 1.7m above the floor level. The restrictors will only allow very glimpsed views but will allow for means of escape to meet building regulations
Original landscape proposals were favourable as they provide screening	Noted but the additional landscaping is no longer required to mitigate for clear glazing on the north elevation so there is no requirement for the applicant to provide additional planting.

9.0 CONCLUSION

- 9.1 The amendments to the application to ensure obscure glazing to the north elevation overcome concerns regarding overlooking of the private gardens on Long Road. Any overlooking to the south would be limited and is not considered significantly harmful to the occupiers of the Cottage or Beaumont House on Gazeley Road. The revisions to the design are minimal and are considered to be acceptable. The recommendation is for approval to amend the drawing and obscure glazing condition to allow for the proposed changes.

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 permission ref 16/2040/FUL.

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 construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 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 2018 policy 35).

4. In the event of the foundations for the proposed development requiring piling, prior to the development taking place, other than demolition, the applicant shall provide the local authority with a report / method statement for approval detailing the type of piling and mitigation measures to be taken to protect local residents from noise and/or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS 5228-1&2:2009 Code of Practice for noise and vibration control on construction and open sites. Development shall be carried out in accordance with the approved details.

Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

Reason: To protect the amenity of the adjoining properties (Cambridge Local Plan 2018 policy 35).

5. No demolition or construction works shall commence on site until a traffic management plan has been submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: in the interests of highway safety (Cambridge Local Plan 2018 Policy 81).

6. Prior to the occupation of the dwelling, the windows on the north elevation at first-floor and second-floor level, as shown on drawing number EJB-034-01 Rev C shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent and shall have restrictors to ensure that the window cannot be opened more than 45 degrees beyond the plane of the adjacent wall. The windows shall be retained as such thereafter.

Reason: In the interests of residential amenity (Cambridge Local Plan 2018 policies 52, 55 and 57).

7. No development shall take place above ground level, other than demolition, until samples of the external materials to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55, 57 (for new buildings) and/or 58 (for extensions)).

8. No development above ground level, other than demolition, shall commence until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing by the Local Planning Authority. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development (Cambridge Local Plan 2018 policies 55, 57 and 59).

9. No building hereby permitted shall be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in The National Planning Policy Framework and associated Guidance, and the results of the assessment provided to the local planning authority. The system should be designed such that there is no surcharging for a 1 in 30 year event and no internal property flooding for a 1 in 100 year event + 40% an allowance for climate change. The submitted details shall:
 - i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site, including details of the proposed sedum roof, and the measures taken to prevent pollution of the receiving groundwater and/or surface waters; and
 - ii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

- iii. The surface water drainage scheme shall be managed and maintained thereafter in accordance with the agreed details and management and maintenance plan.

Reason: To minimise flood risk (Cambridge Local Plan 2018 policy 32 and National Planning Policy Framework (2018).

10. Conditions 2-10 of planning permission 16/2040/FUL shall continue to apply to this permission. Where such conditions pertaining to 16/2040/FUL have been discharged, the development of 18/0879/S73 shall be carried out in accordance with the terms of discharge and those conditions shall be deemed to be discharged for this permission also.

Reason: To define the terms of the application.

INFORMATIVE: In order to meet the hard and soft landscaping condition (no.8) the following information should be submitted to the Local Planning Authority:

Hard Landscape works shall include:

- proposed finished levels;
- means of enclosure;
- car & cycle parking layouts,
- other vehicle and pedestrian access and circulation areas;
- hard surfacing materials;
- external lighting layouts;
- proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports).
- hard boundary treatments

Soft landscape works shall include:

- works proposed to restore, mitigate or replace planting at key aspects such as between neighbours, along street frontages or in the vicinity of existing trees and hedges which are being retained.
- Tree planting strategy and specification of new trees
- Tree pit details
- Soft boundary treatments

INFORMATIVE: Traffic Management Plan informative: The principle areas of concern that should be addressed are:

- i. Movements and control of muck away lorries (wherever possible all loading and unloading should be undertaken off the adopted public highway)

- ii. Contractor parking, for both phases (wherever possible all such parking should be within the curtilage of the site and not on street).
- iii. Movements and control of all deliveries (wherever possible all loading and unloading should be undertaken off the adopted public highway)
- iv. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway.

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