



Cambridge City Council Planning

Date: Wednesday, 6 November 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

All Member Briefing

9.00 to 10.00 AM - Council Chamber

Network Rail Briefing for the proposed Cambridge South Railway Station

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**
General and Enforcement Items
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
- To follow

Part 1: Major Planning Applications (10am)

- 5 19/0512/FUL - Grafton Centre, Fitzroy Street (Pages 19 - 82)
- 6 19/1034/FUL - 66-80B Colville Road (Pages 83 - 114)
- 7 18/0090/FUL - 63 New Street (Pages 115 - 140)

Part 2: Minor/Other Planning Applications (12.30pm)

- 8 18/1552/S73 - 8 Seymour Street (Pages 141 - 156)
- 9 19/0992/FUL - 2 Green End Road (Pages 157 - 168)
- 10 18/1499/S73 - Jubilee House, 3 Hooper Street (Pages 169 - 178)
- 11 19/0859/FUL - 33 Porson Road (Pages 179 - 192)
- 12 19/0896/OUT - Achray Gazeley Road (Pages 193 - 208)
- 13 19/1048/FUL - Land to the North of Christ the Redeemer Church, Newmarket Road (Pages 209 - 224)
- 14 18/1805/FUL - Land to the rear of 89-91 DeFreville Avenue (Pages 225 - 246)
- 15 18/1397/FUL - 38 Ramsden Square (Pages 247 - 260)
- 16 19/0329/FUL - Land rear of 386 Milton Road (Pages 261 - 274)
- 17 19/0484/FUL - 3 Luard Close (Pages 275 - 290)
- 18 18/2009/FUL - 1 Pikes Walk (Pages 291 - 310)

Planning Members: Smart (Chair), Sargeant (Vice-Chair), Baigent, Green, Lord, McQueen, Page-Croft and Tunnacliffe

Alternates: Herbert, Porrer and Thornburrow

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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)

Christ's 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.

Application Number	19/0512/FUL	Agenda Item	
Date Received	17th April 2019	Officer	Mairead O'Sullivan
Target Date	17th July 2019		
Ward	Market		
Site	Grafton Centre, Fitzroy Street		
Proposal	Redevelopment of existing bus turning head and redundant service area to provide new hotel and ancillary restaurant (Use Class C1), new public realm (urban park) and landscape improvements together with associated highway works to East Road providing new bus stops, pedestrian and cycle routes.		
Applicant	c/o Agent		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The principle of the hotel use is considered acceptable - The design, scale and massing is considered to be acceptable - The Highway Authority has no objection to the development - The proposal will deliver significant public realm and other improvements to East Road
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site lies on the northern side of East Road and forms part of the Grafton shopping centre. The site comprises the existing bus turning head and redundant service yard which served the former BHS unit. The site lies adjacent to the Vue cinema and is the eastern end of the shopping centre. This is a

predominantly commercial area and the site lies within a Primary Shopping Area. The site lies within the Grafton Area of Major Change. The Grafton Area SPD identifies a possible future hotel use of the site.

- 1.2 To the south and west of the site is predominantly residential development. The nearest residential properties are four storeys in scale but set back and down from the street. To the east of the site is the Cambridge Working Men's Club and further north east along the road is the Crown Court building.
- 1.3 The site lies outside of the Conservation Area but views of the site are possible from the Mill Road, Riverside and Kite Conservation Area. The site lies in an Air Quality Management Area.

2.0 THE PROPOSAL

- 2.1 The application seeks full planning permission for the redevelopment of existing bus turning head and redundant service area to provide new hotel and ancillary restaurant (Use Class C1), new public realm (urban park) and landscape improvements together with associated highway works to East Road providing new bus stops, pedestrian and cycle routes.
- 2.2 The application has been amended as part of the consultation process in response to comments from the Urban Design, Landscape and Tree Officers. The changes include pushing the team room back into the building, amendments to the treatment of the top floors of the building, retention of all street trees on East Road, provision of secure staff cycle parking for the hotel, provision of folding doors to the hotel restaurant and amendments to the landscaping of the urban park.
- 2.3 The proposed hotel would be 8 storeys with an additional volume to accommodate plant and lift overrun. The top floor would be set back 3m from the East Road and urban park elevations. The building would be finished in brick with the 8th floor and plant enclosure clad in gold coloured standing seam. The ground floor would accommodate a lobby and restaurant. The restaurant is proposed to have folding doors and the ground floor would all be set back under a colonnade. The entrance to the hotel would sit on the corner between East Road and the Urban Park. The upper floors would provide 153

bedrooms of hotel accommodation which can be accessed by lift.

- 2.4 The Urban Park is an area of public realm with seating, a raised lawn, tree planting and water feature. The restaurant on the ground floor can spill out onto this space and the park will lead to a currently underused entrance to the shopping centre.
- 2.5 The application does not propose any dedicated car parking for guests or staff. People will be encouraged to travel to the site using sustainable transport links. Those who come by car can park in the Grafton East Car Park. Any guests who require blue badge parking can avail of spaces here also. 2 secure Sheffield Stands have been provided within the service corridor for staff.
- 2.6 The application also proposes a series of works to improve East Road. The proposed changes to East Road are in line with aspirations of the Grafton Area SPD. The changes include on-road bus stops on both northbound and southbound, a pedestrian crossing, segregated off-road cycle lane on both sides of the road and removal of the central reservation.

3.0 SITE HISTORY

- 3.1 The site has an extensive planning history. The relevant history is set out in the below table.

Reference	Description	Outcome
16/1357/FUL	Planning Application for the Change of Use and Sub-Division of the Existing BHS (First Floor) Unit (Class A1) to Provide Five Restaurant Units (Class A3) with Associated Works.	Permitted
17/0676/FUL	Change of use, extension and associated works to the existing second floor storage area (839 sqm) located above the former BHS unit to create a new health and fitness gym facility (Use Class D2).	Permitted
18/0918/FUL	Removal of canopy over service yard.	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 Local Plan 2018	1 5 10 11 12 14 27 28 31 32 33 34 35 36 37 55 56 57 59 60 61 64 70 71 77 80 81 82 85

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

Central Government Guidance	National Planning Policy Framework 2019 National Planning Policy Framework – Planning Practice Guidance from 3 March 2014 onwards Circular 11/95 (Annex A)
Supplementary Planning Documents	Grafton Area of Major Change - Masterplan and Guidance
Previous	Sustainable Design and Construction (May

<p>Supplementary Planning Documents</p> <p>(These documents, prepared to support policies in the 2006 local plan are no longer SPDs, but are still material considerations.)</p>	<p>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>
<p>Material Considerations</p>	<p><u>City Wide Guidance</u></p> <p>Air Quality in Cambridge – Developers Guide (2008)</p> <p>Arboricultural Strategy (2004)</p> <p>Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001).</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Cambridge City Council Draft Air Quality Action Plan 2018-2023</p> <p>Cambridge City Council Waste and Recycling Guide: For Developers.</p> <p>Cambridge City Nature Conservation Strategy (2006)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>

	<p><u>Area Guidelines</u></p> <p>Kite Area Conservation Area Appraisal (2014)</p> <p>Mill Road Area Conservation Area Appraisal (2011)</p> <p>Riverside and Stourbridge Common Conservation Area Appraisal (2012)</p>
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6.0 CONSULTATIONS

6.1 Pre-application consultation was carried out by the developer team and a pre-application briefing was provided on 25 January 2019.

Cambridgeshire County Council (Highways Development Management)

6.2 A response will be provided by the Major Developments Team.

Cambridgeshire County Council (Transport Assessment Team)

6.3 No objection: The Transport Assessment (TA) included a manual assessment of a Linsig model of the proposal in order to understand the capacity impacts to East road as a result of the additional crossing. The modelling has been considered by the County Council's Modelling and Signal Teams and further evidence was requested. The additional information was provided in a technical note. The modelling confirms the proposal would not result in significant impacts to the transport network. The changes to bus, pedestrian, cycling and public realm have been discussed with the Greater Cambridge Partnership (GCP) who have raised no objection. A Road Safety Audit has been completed and agreed with the TA team and County Council Highways team. This has been confirmed as acceptable by the Safety Audit team. The developer will deliver at their own expense the proposed highways, pedestrian, cycle, bus and public realm works on East Rad to the County Council's satisfaction. the developer's financial contribution shall be set to at least J500,000. It is recognised that in delivering the works the developer will exceed this figure. It is the intention of the Local Authority to take further contributions towards this scheme from other developments in

the area, only where there is a reasonable case to do so, in alignment with the Supplementary Planning Document and NPPF. An appropriate legal mechanism shall be established to pay back upfront developer costs over J500k. A travel plan is recommended to be conditioned.

Environmental Health

First comment

- 6.4 Objection: An Air Quality Statement (AQS) should be provided as the site is within an Air Quality Management Area.

Second comment

- 6.5 No objection: The Air Quality Report identifies an increase in concentrations of nitrogen dioxide when the development is operational. This is not considered to be a reason for refusal. However, it may be appropriate for the applicant to agree a contribution towards the provision of one or two EV charging points within the existing Grafton Centre car park to mitigate against increase car trips to the site as a result of the development. The six standard contaminated land conditions are recommended. Conditions are recommended to control construction hours, collections/deliveries during construction, construction noise, vibration and piling, and dust. Conditions are recommended requiring details of plant noise insulation, fume extraction, noise insulation to guest bedrooms, restrictions to deliveries/collections once operational, artificial lighting details and the use of low emission appliances. Informatives are requested relating to plant noise and dust.

Refuse and Recycling

- 6.6 No objection: The information provided is sufficient at this stage. A waste management plan should be condition.

Urban Design and Conservation Team

Conservation Team

- 6.7 There are no material conservation issues.

Urban Design Team – first comment

Objection:

- 6.8 Scale and massing: The Grafton Centre SPD suggests that a building of 5-6 storeys would be appropriate for the site and this assumes a floor to floor distance of 3m for residential uses and 4m for commercial uses. The proposed building is 8 storeys with an additional volume containing a roof plant installation. The hotel uses residential floor to floor distances at first floor and above, however the total height of the hotel is 26.8m, which is still taller than a 6 storey building with a 4m floor to floor distance (24m in total). I consider the height to be acceptable subject to the redesign of the 7th floor pavilion and the additional roof plant enclosure. The hotel building's height and location make it a significant focal point when viewed from Mill Road and Gonville Place. The rooftop pavilion is a particularly prominent feature of the building and I consider the design quality of this element to cause harm through its visual impact. At Design and Conservation (D&C) Panel (August 2018), the panel noted that the rooftop pavilion needed the most development: *'The design team are encouraged to explore how the building fabric could be made to work harder in terms of thermal performance, while ensuring that the building has an elegant crown.'* Since D&C Panel, the extent of glazing has been reduced and the plant enclosure appears to have increased in volume. This is in part due to the choice of dark grey standing seam cladding and lack of glazing, which gives this volume the appearance of a plant enclosure rather than accommodation. The plant is enclosed in a box on top rather than being integrated into the overall design. The sections also do not show a parapet and I am concerned that guardrails will be needed for maintenance.
- 6.9 Objection – Edges to East Road: Pedestrian movement on East Road appears to be compromised by the layout of the hotel building and highway infrastructure, A plan of the wider area is needed to understand the pedestrian routes in context of the GCP proposal for East Road. The layout and frontage of the hotel building along East Road impedes pedestrian movement where the team room projects forcing pedestrians into the cycleway or across to the floating bus stop. The team room projection also creates a corner under the colonnade which is poorly overlooked. A loading bay interrupts the footpath on the northern side of Crispin Place and may be confusing to pedestrians.

- 6.10 Objection – Elevations: A more detailed section though one of the bays is needed to understand how the fenestration sit in relation to each other. This should include parapet details, windows, canted brickwork, aluminium panels and trim, brick piers, treatment of soffit to the colonnade and integration of signage and lighting. Bins and trolleys will use the colonnade along East Road as a service route and there are concerns that these will knock and damage the brick piers; suggest protective metal angles are integrated into the design.
- 6.11 Objection- Urban Park: The public realm proposals divide the urban park space to create a thoroughfare to the shopping centre rather than a sociable place to sit. The raised grassed feature creates an area between the cinema and urban park where there is no clear defined use and this space should be enlivened. The planters at the base of the hotel colonnade create a strong visual barrier; there should be a greater level of inter-visibility between the hotel and urban park.
- 6.12 Objection – Legibility of entrances: The entrance to the hotel is visually obscure when approached from East Road from the south. The hotel would benefit from the entrance being moved to an elevation facing the urban park. The entrance to the escalator access to the Grafton Centre is obscured by the colonnade. This should be more clearly marked to aid wayfinding.

Urban Design Team - *Second comment*
No objection

- 6.13 Scale and Massing: Further testing of the rooftop pavilion has been carried out. The dark grey zinc cladding, which was considered too dominant, has been replaced with gold coloured standing seam cladding. This is considered to sit more harmoniously with the proposed brick colour and celebrates the pavilion as a ‘crown’ like feature. Standing seam is considered appropriate as its proportions relate to the proportion of fenestration treatment to the East Road and Urban Park elevations. Consideration has been given to the screening of roof plant and lift overrun. Folding balustrades will be incorporated, which will only be visible from the street when in use.

- 6.14 Movement: The layout of the building has been revised and the team room pulled back into the building. This allows a clear service route for those transporting goods/refuse from the service entrance to the loading bay. Further information has been provided to show the movement of cycles, pedestrians and motor vehicles in the wider area. In response previous concerns about the design of the junction at Crispin Place and East Road, which forced pedestrians walk across a loading bay, the loading area at the northern side of Crispin Place has been revised to provide a continuous footpath through to Burleigh Place to the North and a crossing point has been incorporated at the junction of Crispin Place and East Road.
- 6.15 Urban Park and legibility: The planters at the base of the colonnade, which were considered to form a visual barrier between the hotel and urban park, have been reduced. Sliding doors have been incorporated into the south-west access between the restaurant and the urban park. The drawings have been revised to show different surface treatment within the urban park to mark entrances and improve legibility.
- 6.16 Cycle parking: 2 staff cycle stands are shown in a secure location within the service yard.
- 6.17 Conditions are recommended to cover material samples, glass types, a sample panel, rooftop plant and signage.

Senior Sustainability Officer (Design and Construction)

- 6.18 No objection: Conditions are recommended relating to the design and post construction stages of BREEAM and energy strategy implementation.

Planning Policy

- 6.19 No objection: The proposed hotel and ancillary restaurant (C1 Use Class) is supported by both Policy 10 and Policy 77 of the Cambridge Local Plan 2018 as well as the adopted Grafton Area of Major Change SPD. As with other parts of the city centre that have been allowed to adapt (Lion Yard) and potentially Park Street car park, it is important that the Grafton centre is also able to broaden its appeal to include more leisure based uses. The proposal will help the Grafton shopping centre adapt to a changing retail/leisure/economic environment by

reducing its reliance on retail. The proposed hotel and ancillary restaurant will increase footfall in the area and thereby help support the area's vitality making it feel safer in the evenings. Most importantly, the proposal's proposed changes to East Road will improve access to the area and help attract long term investment in the Grafton Centre, as outlined in the Grafton Area of Major Change SPD.

Access Officer

- 6.20 Recommend that at least one blue badge parking space is provided and a drop off point. The Standard they quote compliance with has been superseded. Recommendations for internal layouts are recommended to be included as an informative.

Head of Streets and Open Spaces (Tree Team)

First comment

- 6.21 Objection: Disagree with results of the tree survey and the proposed loss of T3 and impact on T2, T4 and T5 if level changes. T3, T4 and T5 are early mature specimens which are retainable for in excess of 100 years. These trees are considered category A2 given their visual importance. Further information about levels is required. The new road layout is difficult to read but there appears to be opportunities for new tree planting on East Road; potentially with tree pits being part of the storm water attenuation system.

Second comment

- 6.22 No objection: There is a discrepancy between the landscape plan and site plan. New tree planting between the Plane trees is not suitable as the Planes will fill the space and suppress growth of other trees. Provided all three Planes and the Tree of Heaven are successfully retained there is no formal tree objection. Request consideration of greening of the pavement between the carriageway and cycleway. Concerns have been raised about the impact of buses on adjacent residents and additional greening could help screen bus stops.

Head of Streets and Open Spaces (Landscape Team)

Objection:

- 6.23 TVIA: The Townscape and Visual Impact Assessment (TVIA) identifies that the building will prove to be a significant focal end stop when viewed from the areas at the top of Mill Road and Gonville Place. Consider that the materiality, particularly of the top floor could be richer. The TVIA shows that the building will not be visible particularly from key vulnerable view points in the surrounding parks and commons and is predominantly viewable only from transport corridors and only just visible over the tops of nearby existing development.
- 6.24 Trees and Highways: The loss of the young Plane tree is unacceptable. Some trees appear to be plotted inaccurately. There is scope to relocate the crossing and retain the tree. More information of the highway works is needed to full assess the proposal. There are concerns that the loading bay which interrupts Crispin Place will create a confusing pedestrian landscape. The scale of highway islands which separate cycle lanes from East Road seem excessive.
- 6.25 Plaza: The urban park feels disassociated from the hotel. The planting by the colonnade creates too strong a visual barrier. The hotel entrance could be relocated to align with the taxi drop off area. The cinema front is 'dead space' and the area in front of this should be activated. The raised lawn is a poor fit for the space and is likely to be poorly used. Tree planting relates poorly to the scale of the space and there is potential to accommodate larger trees. The water feature is likely to attract children and should be better associated with the hotel.
- 6.26 Cycle parking: Double stacked cycle parking is unacceptable. Covered and secure cycle parking for hotel staff. No more than 25% should be double stacked. Guest cycle parking is proposed to be accommodated in room but there are concerns about the lift size.
- 6.27 Refuse and service: Clarity is needed for service and refuse management arrangement. There is concerns that the movement of bin will damage the glass or colonnades of the hotel building.

Second comment

- 6.28 No objection: The changes to the roof are positive. The retention of the existing Plane tree near the hotel entrance is supported. The plaza space is much improved; entrances are better defined and routes more legible. The location of trees near the hotel should perhaps relate more to movement patterns as this will pull them away from the building giving them more space to grow to a larger size.
- 6.29 The cinema frontage continues to be a non-space and should be activated. The raised lawn still feels like a poor fit for the space and a large tree could be accommodated here. The water feature should be integrated into a public art strategy. Cycle parking for hotel staff is now acceptable. The cycle parking for guests in hotels is not ideal as the lift is small and does not comply with the cycle parking SPD. The applicant has provided evidence of where this arrangement works in other hotels. Refuse and servicing will be managed by the hotel and is expected to occur at times to minimise conflict with the public. Conditions are recommended requiring further details of hard and soft landscape, landscape maintenance and management and tree pits.

Cambridgeshire County Council (Lead Local Flood Authority)

First comment

- 6.30 Objection: The proposal does not accord with policies 31 and 32 of the Cambridge Local Plan.

Second comment

- 6.31 Objection: Request that permeable pavement is used. A CCTV survey of the existing surface water network is required.

Third comment

- 6.32 No objection: Based on further clarification from WSP the LLFA remove their objection. Further details of surface water drainage can be dealt with by condition.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

First comment

- 6.33 Objection: The proposals do not comply with policy 32 of the Cambridge Local Plan.

Second comment

- 6.34 No objection: The proposals have demonstrated that a suitable surface and foul water drainage provision for the site can be achieved. Further details are recommended to be provided through conditions relating to surface water drainage details, maintenance of suds and foul drainage.

Head of Streets and Open Spaces (Nature Conservation Officer)

- 6.35 No objection: Conditions are recommended requiring bird boxes and details of green roofs.

Environment Agency

- 6.36 No objection: The application falls within Flood Risk Standing Advice.

Anglian Water

- 6.37 No objection: Informatives are requested. The surface water/flood risk assessment submitted is acceptable. Conditions are recommended regarding hard standing.

Cambridgeshire Constabulary (Architectural Liaison Officer)

- 6.38 No objection: Pleased to note the security details as part of the Design and Access Statement. No other issues, observations or recommendations.

National Grid

- 6.39 There are low or medium pressure (below 2 bar) gas pipes and associated equipment within the vicinity of the proposal.

Cambridge International Airport

- 6.40 No objection: Subject to the imposition of a condition requiring the submission of a bird hazard management plan and associated informative.

MOD Safeguarding

- 6.41 No objection: There are no Aerodrome Height Safeguarding Concerns. A condition is recommended requiring bird control of any birds occupying the roof who are considered to be a hazard to air traffic. A condition requiring a construction management strategy, in particular in reference to any cranes being used on site, is recommended.

Design and Conservation Panel (Meetings of 13 June & 8 August 2018)

- 6.42 The conclusions of the Panel meetings were as follows:

13 June: This is a great opportunity to enrich and enliven a hostile site, and the Panel are reassured by the design team's commitment to design quality as part of a broader reordering of East Road.

The elevations for the new hotel as currently proposed need further development. The scale of the 8 storey element is of particular concern in close-up and distant views. The Panel would like to see the design proposals taken significantly further as it feels that this has every opportunity to develop into a characterful and enjoyable scheme.

The Panel appreciates being shown this project at an early stage and will look forward to reviewing it again following further work. The Panel also hopes to have the opportunity to review the proposals for the neighbouring buildings as they come forward.

VERDICT – AMBER (unanimous)

8 August: The Panel are encouraged by how many of their comments from last time have been taken on board and responded to. As a result this scheme is greatly improved with appropriate well-proportioned elevations.

VERDICT – GREEN (unanimous) subject to some final design developments, as noted.

The relevant section of the minutes of the panel meetings are attached to this report as Appendix 1 & 2.

Disability Consultative Panel (Meeting of 25 June 2019)

6.43 Bus stop relocation. Although the Panel is given to understand that floating bus stops are approved of by the Highways team, there were still concerns regarding whether cyclists would in fact give way to pedestrians attempting to cross to the stop. The impact of floating stops on disabled residents is not yet well known.

Hotel layout. Siting accessible rooms near to the lift core and varying handedness is very useful, as is the generous sizing of the lifts. The Panel were glad to note that most rooms in the hotel are potentially adaptable and suggested that the scheme might consider committing to a larger percentage of accessible rooms, as they are likely to be popular.

Accessible bathrooms. The Panel was pleased to note that bathroom doors are sliding, and that the fixed seating and toilet were of an appropriate height to facilitate transfer from a wheelchair. The Panel repeated the Access Officer's comment that locating the chair and toilet on the same wall, with enough space between to allow a wheelchair, would likely make transferring simpler. The Panel also noted that most disabled people that they are aware of prefer using a bath over a shower and would agree that a greater number of shower units rather than bath units in accessible rooms would be useful.

Additional Equipment. The Panel would like to see provision for a hoist within the hotel – if not a tracked hoist system, a room fitted to allow adaptation for one would be advisable. In the meantime, the hotel should have a portable hoist available for guest use, and beds that will allow approximately 6cm of clearance beneath them that allow a portable hoist to function. If the scheme does not intend to install 'monkey poles' in its accessible rooms, to allow disabled users to readily move

themselves on the bed, the hotel should consider providing a portable version.

Parking and access management. The Panel were pleased to note that there would be a covered route between the car park and the hotel but had concerns regarding how access would be managed outside of regular hours for the Grafton Centre. Several Panel members have previously experienced issues leaving the Centre's cinema in the evening, as lifts have been powered down for security purposes. The Panel would want assurances that guests would not be stranded in the car park without a safe way to reach their room. Some disabled guests would also by necessity be bringing their own equipment and may have difficulty travelling any great distance. The Panel would ask that hotel management consider providing a valet parking service in these circumstances, as all parking is at a distance.

Emergency assistance. The Panel was glad to note that the scheme includes fire-fighting lifts, and a robust scheme for handling distress calls across the building and enabling 2-way communication. The Panel would advise also providing an audio coupler at the communication points.

Ease of booking. The Panel noted that although the hotel itself would be well suited to a variety of accessibility needs, Premier Inn's website currently does not communicate well what is available for disabled customers. It is not currently possible, for example, to specify the handedness of the room, that an adjoining room for a carer will be needed, or to discern whether the hotel has a portable hoist available. Making these facilities clear and bookable via the hotel website would benefit potential disabled customers greatly.

Conclusion: The Panel generally approved of the accessibility plans for the scheme but suggested that providing additional equipment and clearly communicating its availability would be of great help to some customers. The Panel would be interested in viewing the highways plan and the scheme again at a later date.

Developer Contributions Monitoring Unit

6.44 No S106 Financial Contributions are recommended to be sought.

6.45 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 in objection to the application:

- 34 Emery Street
- Flat 6, Hildestone House, Staffordshire Street x 2
- 30 Lyndewode Road
- 26 Petworth Street
- 9 Shenstone
- Camcycle x 3

7.2 The representations can be summarised as follows:

- Inadequate visualizations have been provided to support the application
- The impact on residential properties to the south of the site is underplayed
- The building will dominate and overlook neighbours to the south
- The scale of the building is out of character with other properties on East Road
- Planting should be provided to soften the development
- The scale will adversely impact on the public realm and longer views from the Conservation Area
- Guests are likely to park on surrounding residential streets given high costs to park in Grafton Centre; greater parking enforcement/residents parking will be required.
- A high fence with vegetation should be provided to protect the adjacent properties on East Road from noise and pollution
- Will generate traffic leading to congestion and air pollution
- The guest cycle parking is no secure and the lifts are small so would be a tight fit for many bikes
- There are 124 existing cycle spaces in this frontage. Only 56 are retained and the remainder are relocated to a car park some distance away which is not intuitive

- Pedestrian visibility splays are needed at the end of the cycleway at Norfolk Street
- There needs to be better visibility where pedestrians emerge from onto cycle lanes
- The bus shelter design needs to allow visibility for pedestrians crossing the cycleway as well as catering for those with disabilities
- Support the zebra crossing but would like to see more along the cycleways
- The proposal makes it difficult for cyclist to make a right turn onto St matthew Street. Recommend that the crossing is upgraded to a toucan crossing and ensure the refuge is wide enough for a bike with a trailer.
- Nelson Close appears unresolved
- The slip road from the car park needs further work to slow cars to make sure they give way to pedestrians and cyclists.
- Cycle parking for guests in hotel rooms is particular to this operator
- Concerned about Norfolk Street junction in particular access to and from Burleigh St.
- Support new Toucan crossing but the design is confusing
- The pedestrian crossing of the cycleway near St Matthew Street needs further work
- Car park ramp is inappropriate for cycle parking
- What is the purpose of the unsecure two-tier stands as these are not appropriate for hotel guests or visitors.
- If applicant is agreeable for a condition requiring cycle parking to be allowed in hotel rooms in perpetuity, then less cycle parking for guests is required.
- Stands relocated to Nelson Street/Wellington Street are unlikely to be used as they are not convenient to the shopping centre.

7.3 The retailers of the following stores in the Grafton Centre have made a representation in support of the application:

Amelie	Millie's Cookies
Angle Beauty	Mobile Solutions
Bella Italia	New Look
Boots	Next
Carphone Warehouse	Officer's Club
Chi	Perfume Shop
Claires	Quiz
Clarkes	River Island
Clintons	TH Baker

Collections	The Entertainer
Costa Coffee	Three
Debenhams	Trade Secret
Decathlon	Trespass
Deichmann	USC
Ernest Jones	Vision Express
Gifted	Vue Cinema
H&M	Yours
Hawkins Bazaar	
Krispy Kreme	
La Piazza	

7.4 Their representation can be summarised as follows:

- The proposal will attract new visitors to the Grafton which will improve the daytime and evening economy, supporting existing retail, restaurant and leisure offer
- Well-designed building and public realm improvements
- Will improve the appearance of one of the entrances to the shopping centre thus improving the perception of the centre
- Substantial highway improvements to East Road which improves access to the centre and the wider city
- Creation of new job opportunities

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 and impact on heritage assets
3. Public Art
4. Carbon reduction and sustainable design
5. Water management and flood risk
6. Light pollution, noise, vibration, air quality, odour and dust
7. Inclusive access
8. Residential amenity
9. Refuse arrangements

10. Highway safety
11. Car and cycle parking
12. Third party representations
13. Planning Obligations (s106 Agreement)

Principle of Development

- 8.2 The Grafton Area Masterplan and SPD identify the site as a location for a hotel. Policy 77 relates to the development of visitor accommodation. This states that proposals for high quality visitor accommodation will be supported in a number of identified locations as well as on large windfall sites within the city centre. New visitor accommodation should be located on the frontage of a main road or in a mixed-use areas within walking distance of bus route corridors.
- 8.3 The site lies within a primary shopping area in the city centre meaning that policies 10 and 11 are relevant. The proposed hotel use is considered acceptable on all floors within a PSA.
- 8.4 The Planning Policy Officer confirms the scheme's complies with policies 77 and 10 of the Local Plan. He notes the importance of diversification of the Grafton Centre to broaden its appeal to include more leisure-based uses. He stresses the importance of the proposal to help the Grafton adapt to the changing retail/leisure/economic market by reducing its reliance on retail. The hotel will help increase footfall and bring people into the area making the area feel safer in the evenings. He highlights the important role of the proposal in bringing forward changes to East Road which will improve access and help attract long term investment to the area in line with the Grafton Area SPD.

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

- 8.5 The Grafton SPD identifies the site as an opportunity site. The SPD suggests that building heights along this part of East Road should be 5 to 6 storeys. This assumes floor to floor heights of 4m. The SPD allows for taller buildings on East Road subject to more a detailed assessment of views and townscape impact and with any taller elements being of exceptional design with a carefully articulated and varying roof line. The overall height of the building, although greater than that set out in the SPD,

being 25m at the 8th floor and 26.9m at the plant enclosure, is supported from a design perspective given the verified views analysis which shows that the building would not be visible particularly from key vulnerable view points in the surrounding parks and commons and is predominantly viewable only from transport corridors and only just visible over the tops of nearby existing development.

- 8.6 The Urban Design Officer expressed concerns about the treatment of the top of the building. This is key as the SPD highlights the importance of the treatment and articulation of roofs in managing scale and creating well-articulated buildings. The original proposal to treat this with dark grey zinc cladding was considered to appear heavy and was considered to sit on top of the building rather than integrate into the design. The applicant has considered the Urban design Officer's comments and reviewed the treatment of the top floors of the building. An amended proposal for a gold standing seam to the top floors has been proposed. The Urban Design Officer considers this change to overcome her concerns. She notes that the gold top would sit more harmoniously with the proposed brickwork colour and that the standing seam material works well with the fenestration. Details of materials, glazing, roofing and signage zones are recommended to be required by condition.
- 8.7 Improvement to East Road are one of the key aspirations of the Grafton SPD. The application proposes to provide on street bus stops, create dedicated cycle lanes, provide an additional crossing on East Road and provide an urban park with landscaping, a water feature and areas to sit. Originally the applicant proposed to remove some of the existing trees on East Road to make way for the new crossing. This has been rethought and all of the existing trees on East road, which have the potential to grow further and live for in excess of 100 years, are proposed to be retained. Some new planting is also proposed adjacent to the hotel and along East Road. The Landscape Officer had a number of concerns about the initial design has withdrawn her overall objection to the amendment plans. She notes that the plaza is much improved with greater ability for spill out from the hotel onto the Urban Park. She suggests some minor amendments to the location of the planting beds near the hotel which can be picked up by the hard and soft landscape condition. She remains of the view that the raised lawn has the ability to accommodate a tree. I have asked

that the applicant investigates this further and will provide an update on the amendment sheet. Details of further planting could be dealt with by condition. She remains concerned about the space adjacent to the cinema however I am satisfied that any additional works to help activate this space can be covered through the hard and soft landscape condition.

- 8.8 The Landscape and Urban Design Officer's raised concerns about pedestrian movements along East Road. The scheme as originally proposed was considered to create confusing pedestrian environment. The projecting team room blocked the footway forcing pedestrians into the cycle lane and obscuring the path for servicing. The loading bay on Crispin Place interrupted the footway creating a confusing transition for pedestrians. The amended plans set the team room back within the footprint of the building. This creates a clear service route. The loading bay on Crispin Place has been amended to provide a continuous footpath from Burleigh place along East Road with a crossing point at the junction at Crispin Place. The entrances to buildings have been shown with different paving treatments to improve wayfinding and legibility.
- 8.9 The SPD emphasizes that new development on East Road needs to take an integrated approach to public realm. The revised plans are considered to provide an attractive Urban Park Space. Details of hard and soft landscape, tree pits and a landscape management plan are recommended to be required by condition.
- 8.10 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 58, 59 and 60.

Public Art

- 8.11 The water feature in the urban park is proposed to be the public art contribution for the project. This is out of step with the approach outlined in the Public Art SPD which requires taking an artist led approach. However, the proposed water feature is considered integral to the success of the public realm proposals. In this instance, the provision of the water feature as public art is considered to be acceptable.
- 8.12 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 56 and the Public Art SPD 2010

Ecology and Trees

- 8.13 The Ecology Officer is satisfied with the level of detail provided with the application given its highly urban context. Conditions are recommended requiring details of bird boxes and green roofs. The Tree Officer objected to the loss of existing trees on East Road as these are early mature specimen which have the potential to live in excess of 100 years. The applicant has revised the plans to relocate the Toucan crossing and retain all trees on East Road and the Tree Officer is satisfied that this overcomes her objection. I have recommended a tree protection condition to protect the retained trees during construction.
- 8.14 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 70 and 71.

Carbon reduction and sustainable design

- 8.15 The Principal Sustainability Officer has confirmed the proposal complies with policy 27 subject to conditions which I have recommended.
- 8.16 In my opinion the applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with Cambridge Local Plan (2018) policy 27 and the Sustainable Design and Construction SPD 2007.

Integrated water management and flood risk

- 8.17 Further information was provided during the process of the application in response to comments from the Sustainable Drainage Officer and the Lead Local Flood Authority. Both Officers have now removed their objections subject to a condition requiring further detailed design of the surface water drainage system.
- 8.18 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.

Light pollution, air quality, noise, vibration, odour and dust

- 8.19 The Environmental Health Officer is satisfied that the proposal would not harm the amenity of surrounding occupiers during construction subject to a number of conditions restricting hours of construction and collection/deliveries to the site, as well as requiring detail of construction noise, vibration and dust. The Environmental Health Officer has suggested that the developer could contribute towards additional EV charging points at the Grafton East Car Park to mitigate against any impacts to air quality resulting from the proposal. I am currently investigating whether this will be possible and will provide an update on the amendment sheet. Conditions are recommended requiring details of plant noise insulation and odour filtration to protect the amenity of nearby occupiers once the hotel is operational.
- 8.20 In my opinion, subject to the conditions I have recommended, the applicants have suitably addressed the issues of light pollution, air quality, noise, vibration, odour and dust, and the proposal is in accordance with Cambridge Local Plan (2018) policies 34, 35 and 36.

Inclusive access

- 8.21 I recommend including the Access Officer's comments about the internal arrangements as an informative. It is not possible to condition that the developer provide dedicated blue badge spaces within the Grafton East carpark as this falls outside of the site edged red. The applicant has confirmed that disabled visitors will be able to use Blue Badge Spaces in the Grafton East Car Park where there are 48 disabled bays.
- 8.22 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 56 and 57.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.23 The nearest residential properties are to the south and west of the site on Staffordshire Street. These are four storey buildings which are set back and down from street level. Due to the

orientation of the site, the proposed hotel building will not overshadow these properties. At the nearest point the residential buildings at Hilderston House are 30M from the site. The scale and mass of the building will result in some enclosure of outlook from the nearest residential dwellings. However, these dwellings are orientated to face west and south rather than directly at the building and in my view they would retain a good level of outlook. Councilor Thornburrow has raised concerns that there is not sufficient landscaping proposed to mitigate against the new on-street bus stops which will result in buses being closer to the dwelling on the southern side of East Road. Much of the highway works fall outside of the applicant's ownership. The proposed highway works will fundamentally change the nature of this part of the street from a car traffic dominated environment to a 'high street' environment with reduced vehicular carriageway and widened footways, cycleways and verges.

- 8.24 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.

Refuse Arrangements

- 8.25 Refuse will be collected from the new proposed service bay on Crispin Place. I have included the Waste Officer's comments as an informative. I recommend that details of servicing and waste management are conditioned.
- 8.26 In my opinion the proposal is compliant in this respect with Cambridge Local Plan (2018) policy 57.

Highway Safety

- 8.27 The County Council Transport Assessment Team have been in discussion with the applicant about the proposed works since the pre-application stages. The applicant has provided additional information as part of the application in relation to the capacity of the road to accommodate the additional crossing. The information has been reviewed and agreed by the County Council's Modelling and Signal Teams. A Road Safety Audit has also been provided and has been considered acceptable by the Safety Audit team. Greater Cambridge Partnership have been

consulted on the proposed works and they have no objection. The detailed design of the East Road works will be worked up further in conjunction with GCP and the County Council Transport and Highways Teams. The works to the highway are proposed to be secured through a S106 agreement. Delegated powers are requested to negotiate the details.

8.28 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

8.29 No dedicated car parking is proposed for visitors or staff of the hotel. Hotel guests will be able to make use of car parking at the Grafton East Car Park which has 876 spaces and is open 24 hours a day, 7 days a week. The hotel is located in a sustainable location and is within the controlled parking zone so I am satisfied that the lack of car parking is acceptable. The travel plan which is recommended to be conditioned would include details of how guests will be discouraged from travelling to the hotel by car.

8.30 The end user is proposed to be Premier Inn. Premier Inn have a policy which allows guests to bring their bicycles into their hotel rooms. I recommend a condition requiring the hotel bedrooms to be used for guest cycle storage in perpetuity. I note that the lift is smaller than the requirement of the cycle parking SPD however the applicant has provided background of identical uses in other built hotels which function adequately. I am recommending a condition to ensure that guests are permitted to park their bicycle in their hotel room in perpetuity unless alternative secure cycle parking for guests is provided.

8.31 There are currently 124 cycle parking space on site. Some of these are being re-provided within the site and other are being provided on Wellington Street. 4 stands on Crispin Place are being retained with 6 additional stands provided. 22 Sheffield stands are being provided within the Urban park. 26 cycle parking spaces are being provided in a covered double stacker within the public realm; this is noted as being for guests of the hotel however as it is not secure I do not consider it suitable for dedicated overnight cycle parking for hotel guests but consider it will provide visitor cycle parking for the shopping centre and cinema. 38 Sheffielded Stands are proposed to be provided at

Wellington Street. Camcyle have raised concerns that this location is remote to the shopping centre however I consider that accommodating a significant number of additional stands in the Urban park will create clutter which will detract from the space. Wellington Street is in relatively close proximity to another entrance to the north of the shopping centre and in my view is considered an acceptable location to re-provide some of the displaced cycle parking spaces. The application displaces 124 cycle parking space but 156 are to be re-provided resulting in an uplift of 32 cycle parking spaces.

8.32 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 82.

Third Party Representations

8.33 I will address any matters raised by the third party representations which have not been covered in the body of my report in the table below.

Representation	Response
Inadequate visualizations have been provided to support the application	I am satisfied with the CGIs and verified view provided to support the application.
The impact on residential properties to the south of the site is underplayed	I have assessed impact on residential amenity at paragraph 8.23
The building will dominate and overlook neighbours to the south	I have assessed impact on residential amenity at paragraph 8.23
The scale of the building is out of character with other properties on East Road	The scale of the building is considered acceptable. See paragraph ###
Planting should be provided to soften the development	Some planting is proposed in the Urban Park.
The scale will adversely impact on the public realm and longer views from the Conservation Area	The Conservation Officer has confirmed that there are no material conservation issues. The verified views confirm there will be minimal impact on long views from the surrounding conservation areas.
Guests are likely to park on	The lack of dedicated parking

surrounding residential streets given high costs to park in Grafton Centre; greater parking enforcement/residents parking will be required.	for the hotel is consider acceptable given the sustainable location of the site. Guests will be discouraged from brining cars from site as they will be made aware that there is no car parking available when boking. The travel plan include further details on how car travel to the site will be discouraged.
A high fence with vegetation should be provided to protect the adjacent properties on East Road from noise and pollution	This is not considered necessary to mitigate against the development.
Will generate traffic leading to congestion and air pollution	The proposed works to East Road will reduce carriageways and improve pedestrian and cycle infrastructure.
The guest cycle parking is not secure and the lifts are small so would be a tight fit for many bikes	See paragraphs 8.30 and 8.31
There are 124 existing cycle spaces in this frontage. Only 56 are retained and the remainder are relocated to a car park some distance away which is not intuitive	See paragraph 8.31
Pedestrian visibility splays are needed at the end of the cycleway at Norfolk Street	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.
There needs to be better visibility where pedestrians emerge from onto cycle lanes	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.
The bus shelter design needs to allow visibility for pedestrians crossing the cycleway as well as catering	This comment relates to the detailed design of the highway works and has been forwarded to the County

for those with disabilities	Council.
Support the zebra crossing but would like to see more along the cycleways	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.
The proposal makes it difficult for cyclist to make a right turn onto St Matthew Street. Recommend that the crossing is upgraded to a toucan crossing and ensure the refuge is wide enough for a bike with a trailer.	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.
Nelson Close appears unresolved	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.
The slip road from the car park needs further work to slow cars to make sure they give way to pedestrians and cyclists.	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.
Cycle parking for guests in hotel rooms is particular to this operator	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.
Concerned about Norfolk Street junction in particular access to and from Burleigh St.	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.
Support new Toucan crossing but the design is confusing	This comment relates to the detailed design of the highway works and has been forwarded to the County Council.
The pedestrian crossing of the cycleway near St Matthew Street needs further work	This comment relates to the detailed design of the highway works and has been forwarded to the County

	Council.
Car park ramp is inappropriate for cycle parking	The cycle parking is not proposed to be located on a car park ramp but in an area on Wellington Street.
What is the purpose of the unsecure two-tier stands as these are not appropriate for hotel guests or visitors.	These can be used as shopping centre visitor cycle spaces. See paragraph 8.31
If applicant is agreeable for a condition requiring cycle parking to be allowed in hotel rooms in perpetuity, then less cycle parking for guests is required.	A condition is recommended to require guest's to be permitted to park their cycles in their hotel room unless an alternative arrangement is agreed. See paragraph 8.30
Stands relocated to Nelson Street/Wellington Street are unlikely to be used as they are not convenient to the shopping centre.	See paragraph 8.31

Planning Obligations (s106 Agreement)

8.34 The Community Infrastructure Levy (CIL) Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. Each planning obligation needs to pass three statutory tests to make sure that it is

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

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

8.35 In line with the CIL Regulations, councils can pool no more than five S106 contributions towards the same project. The new 'pooling' restrictions were introduced from 6 April 2015 and relate to new S106 agreements. This means that all contributions now agreed by the city council must be for specific

projects at particular locations, as opposed to generic infrastructure types within the city of Cambridge.

Transport

- 8.36 The County Council require the developer to provide the highway, pedestrian, cycle, bus and public realm works on east Road, in broad accordance with the agreed plans and to the County Council's satisfaction. The S106 agreement will require that a financial contribution of at least J500,000 is provided. The works proposed will exceed this figure. the appropriate legal mechanism will need to be established to pay back the upfront developer cost.
- 8.37 Subject to the prior completion of a S106 planning obligation to secure this infrastructure provision, I am satisfied that the proposal accords with Cambridge Local Plan (2018) policies 81 and 85 and the Planning Obligation Strategy 2010. Delegated powers are sought to deal with the details of the S106 agreement.

Planning Obligations Conclusion

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

9.0 CONCLUSION

- 9.1 The proposed new hotel is considered to comply with policy 77. The height of the new building does break the SPD guidance but the townscape and visual analysis provided demonstrate that the increased height does not have any significant adverse impact on the street scene or on long views from the surrounding conservation areas.

10.0 RECOMMENDATION

APPROVE subject to: (i) the prior completion of an Agreement under s106 of the Town and Country Planning Act 1990 with the delegated authority to officers to negotiate secure and complete such an Agreement on the terms outlined in this Report and any

others considered appropriate and necessary; and (2) 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. 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 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. 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 2018 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 2018 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 2018 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 2018 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 2018 Policy 33.

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. 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)

12. 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.

13. Prior to the occupation of the development or the commencement of the use, a noise assessment detailing noise levels emanating from all plant, equipment and vents, relative to background levels, shall be submitted to, and approved in writing by, the Local Planning Authority.

If the assessment demonstrates that noise levels exceed the background level at the boundary of the premises, having regard to adjacent noise sensitive premises, a mitigation scheme for the insulation of the plant 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 hereby permitted is commenced.

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

14. Prior to the first occupation/use of the development, details of equipment for the purpose of extraction and filtration of odours shall be submitted to and approved in writing by the Local Planning Authority. The approved extraction/filtration scheme shall be installed before the use hereby permitted is commenced and shall thereafter be retained as such.

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

15. Prior to the commencement of above ground works, a noise insulation scheme detailing the acoustic noise insulation performance/specification of the external building envelope to reduce the level of noise experienced in the guest rooms (having regard to the building fabric, glazing, ventilation and internal plant related noise) shall be submitted to and approved in writing by the local planning authority.

The scheme as approved shall be fully implemented and a completion report submitted prior to the occupation of the residential or other noise sensitive development. Thereafter, the approved scheme shall be retained as such.

Reason: To protect the amenity of hotel guests. ((Cambridge Local Plan 2018 - policy 35)

16. Deliveries to or dispatches from the site (including waste collections) shall not be made outside the hours of 07:00 - 23:00hrs on Monday to Friday, 08:00 - 13:00hrs on Saturday or at any time on Sundays or public holidays.

Reason: To protect the amenity of nearby properties. (National Planning Policy Framework, Feb 2019 - paragraph 180 c) and Cambridge Local Plan 2018 - policies 34 and 59)

17. Prior to the installation of any artificial lighting an external and internal artificial lighting scheme with detailed impact assessment shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of any artificial lighting of the site (external and internal building lighting) and an artificial lighting impact assessment with predicted lighting levels at existing residential properties shall be undertaken (including horizontal / vertical isolux contour light levels and calculated glare levels). Artificial lighting on and off site shall meet the Obtrusive Light Limitations for Exterior Lighting Installations for the appropriate Environmental Zone in accordance with the Institute of Lighting Professionals - Guidance Notes for the Reduction of Obtrusive Light - GN01:2011 (or as superseded) and any mitigation measures to reduce and contain potential artificial light spill and glare as appropriate shall be detailed.

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

Reason: To protect the amenity of nearby properties. (National Planning Policy Framework, Feb 2019 - paragraph 180 c) and Cambridge Local Plan 2018 - policies 34 and 59)

18. Prior to the installation of any gas fired combustion appliances, technical details and information demonstrating the use of low Nitrogen Oxide (NO_x) combustion boilers, i.e., individual gas fired boilers that meet a dry NO_x emission rating of 540mg/kWh, to minimise emissions from the development that may impact on air quality, shall be submitted to and approved in writing by the Local Planning Authority.

If the proposals include any gas fired Combined Heat and Power (CHP) System, technical details and information demonstrating that system meets the following emissions standards for various engines types shall be submitted for approval in writing by the Local Planning Authority:

- Spark ignition engine: less than or equal to 150 mg NO_x/Nm³
- Compression ignition engine: less than 400 mg NO_x/Nm³
- Gas turbine: less than 50 mg NO_x/Nm³

The details shall include a manufacturers Nitrogen Oxides (NO_x) emission test certificate or other evidence to demonstrate that every boiler installed meets the emissions standards above.

The scheme details as approved shall be fully installed and operational before first occupation and shall be retained and maintained thereafter.

Reason: To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development, to contribute toward National Air Quality Objectives in accordance with the requirements of the National Planning Policy Framework (NPPF, 2019) paragraphs 170 and 181, policy 36 of the Cambridge Local Plan 2018 and Cambridge City Councils adopted Air Quality Action Plan (2018).

19. Prior to the occupation of the development, hereby permitted, or the commencement of the use, a management plan shall be submitted to and approved in writing by the Local Planning Authority. The management plan shall include provisions relating to travel advice; check-in time slots in order to stage the impact of the check-in/out process; site security; crime reduction and reporting measures; the management of deliveries; and the external display of contact information for on-site management and emergencies. The scheme shall be managed in accordance with the approved details thereafter.

Reason: In order to ensure the occupation of the site is well managed and does not give rise to significant amenity issues for nearby residents (Cambridge Local Plan 2018 policies 35 and 46).

20. Prior to the occupation of the development, hereby permitted, or the commencement of the use, 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 implemented prior to the occupation of the development or the commencement of the use and retained thereafter.

Reason: To protect the amenities of nearby residents/occupiers and in the interests of visual amenity. (Cambridge Local Plan 2018 policies 35, 36 and 57)

21. 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)

22. 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 (Cambridge Local Plan 2018 policy 32)

23. Within 6 months of commencement of development, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'excellent' as a minimum will be met, with at least 4 credits for Wat01. Where the interim certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall be submitted identifying how the shortfall will be addressed. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018, policy 28)

24. Prior to the occupation of the building hereby permitted, or within 6 months of occupation, a BRE issued post Construction Certificate shall be submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018, policy 28).

25. The proposed on-site renewable and low carbon technologies set out in the Preliminary Energy Strategy Report (Jenks Associates Limited, March 2019) 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 approved in writing by the local planning authority prior to the commencement of development. Further information shall also be submitted and agreed in writing by the local planning authority in relation to the technical specification of the proposed gas fired Combined Heat and Power System (CHP), including emissions standards. Any gas fired CHP should meet an emissions standard of:

Spark ignition engine: less than 150 mgNO_x/Nm³

Compression ignition engine: less than 400 mgNO_x/Nm³

Gas turbine: less than 50 mgNO_x/Nm³

The renewable and low carbon energy technologies shall remain fully operational in accordance with the approved maintenance programme, unless otherwise 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 28, and to protect human health in accordance with Cambridge Local Plan policy 36)

26. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by Local Planning Authority. The submitted plan shall include details of:
- monitoring of any standing water within the site temporary or permanent
 - sustainable urban drainage schemes (SUDS) - Such schemes shall comply with Advice Note 6 'Potential Bird Hazards from Sustainable Urban Drainage schemes (SUDS) (available at www.aoa.org.uk/policy-campaigns/operations-safety/).
 - management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' (available at www.aoa.org.uk/policy-campaigns/operations-safety/)
 - reinstatement of grass areas
 - maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow
 - which waste materials can be brought on to the site/what if any exceptions e.g. green waste
 - monitoring of waste imports (although this may be covered by the site licence)
 - physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste
 - signs deterring people from feeding the birds.

The Bird Hazard Management Plan shall be implemented as approved before any works commence and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the Redevelopment of parts of the Grafton Centre in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Cambridge Airport (Cambridge Local Plan 2018 policy 37)

27. Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the details of cranes and other tall construction equipment (including the details of obstacle lighting).
The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

Reason: To ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems. (Cambridge Local Plan 2018 policy 37)

28. No development above ground level shall commence until a plan has been submitted to and approved in writing by the Local Planning Authority detailing the proposed specification, number and locations of internal and / or external bird and bat boxes on the new buildings. The bird and bat boxes shall be installed prior to the commencement of the proposed uses and subsequently maintained in accordance with the approved plans.

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

29. Prior to the commencement of above ground works, detail of biodiverse roof(s) shall be submitted to and approved in writing by the Local Planning Authority. The biodiverse roof(s) shall be;

- biodiversity based with extensive substrate base (depth 80-150mm); and
- planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting, and shall contain no more than a maximum of 25% sedum).

The biodiverse roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.

The biodiverse roof(s) shall be constructed in accordance with the approved details and shall be maintained as such thereafter.

Reason: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity. (Cambridge Local Plan 2018 policy 70)

30. 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))

31. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of glass type(s) to be used in curtain walling/windows/doors or other glazed features shall be 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 ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2018 policies 55 and 57)

32. Before starting any brick or stonework, a sample panel of the facing materials to be used, which shall include details of the bonding, coursing and colour and type of jointing, shall be erected on site and agreed in writing with the Local Planning Authority. The development shall be carried out in accordance with the approved panel, which shall be maintained on site throughout the course of development.

Reason: In the interests of visual amenity 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, 57 (for new buildings) and/or 58 (for extensions))

33. No rooftop plant shall be constructed on the building hereby approved until such time as full details, to a large scale, of any rooftop plant screening systems to be installed have been submitted to and approved in writing by the local planning authority. This may include the submission of samples of mesh/louvre types and the colour(s) of the components. Colour samples should be identified by the RAL or BS systems. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the details of development are acceptable. (Cambridge Local Plan 2018 policies 55 and 57)

34. Prior to the commencement of above ground works, full details of proposed signage zone shall be 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, 57 and 64).

35. 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)

36. 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)

37. No development above ground level 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 and 59)

38. 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.

39. 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 LPA Tree Officer to discuss details of the approved AMS.

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.

40. 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.

41. 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.

42. Guest shall be permitted to store their bicycle in their hotel room in perpetuity unless alternative details of secure guest cycle parking are submitted to and agreed in writing by the Local Planning Authority.

Reason: To ensure adequate secure cycle parking for hotel guests (Cambridge Local Plan 2018 policy 82)

43. No occupation of the building shall commence until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking. The Travel Plan shall be implemented as approved upon the occupation of the development and monitored in accordance with details to be agreed in writing by the Local Planning Authority.

Reason: In the interests of encouraging sustainable travel to and from the site (Cambridge Local Plan 2018, policies 80 and 81).

44. No development within Schedule 2 Part 4 Temporary Buildings and Uses, Class A: The provision on land of buildings, moveable structures, works, plant or machinery required temporarily in connection with and for the duration of operations, being or to be carried out on, in, under or over land or on land adjoining that land shall be carried out without a planning application being submitted to and approved by the Local Planning Authority, notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting it, with or without modification),

Reason: To ensure that construction operations and equipment on the application site or on any adjoining land do not breach the Obstacle Limitation Surface (OLS) surrounding Cambridge Airport and endanger the movement of aircraft and the safe operation of the aerodrome (Cambridge Local Plan 2018 policy 60 and 81).

INFORMATIVE: Dust Informative

It is required that a dust management plan should reference and have regard to various national and industry best practical technical guidance such as:

- Guidance on the assessment of dust from demolition and construction, version 1.1 (IAQM, 2016)
- Guidance on Monitoring in the Vicinity of Demolition and Construction Sites, version 1.1 (IAQM, 2018)
- Control of dust and emissions during construction and demolition -supplementary planning guidance, (Greater London Authority, July 2014).

INFORMATIVE: To satisfy standard condition C62 (Noise Insulation), 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 noise 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 guard against any creeping background noise in the area and prevent unreasonable noise 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 a noise 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 a noise assessment as described within this informative.

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

INFORMATIVE: To meet current British Standard

19.2.1.2 Hotel bedrooms

Accessible bedrooms should always be provided with en-suite accessible sanitary facilities, including a WC, basin and shower (or bath) if en-suite facilities are provided for any other bedrooms. The minimum provision of accessible bedrooms as a percentage of the total number of bedrooms should be:

- o one room or 5%, whichever is the greater, with a wheelchair-accessible en-suite shower room for independent use (see examples in Figure 30 and Figure 52);
- o a further one room or 1%, whichever is the greater, with a tracked hoist system (see examples in Figure 31 and Figure 32), and a connecting door to an adjoining (standard) bedroom for use by an assistant or companion;
- o one room or 5%, whichever is the greater, with an en-suite shower room to meet the requirements of people with ambulant mobility impairments (see Figure 53).

A further number of bedrooms to make up a total provision of 15% of all bedrooms should be large enough for easy adaptation to accessible bedroom standards (with en-suite facilities) if required in future, i.e. incorporate all the correct dimensions and sanitary layouts in Figure 33 and Figure 52, and

be structurally capable of having grab rails installed quickly and easily.

I would not recommend providing more than one bathroom, flat floored showers are more useful.

Double doors will need to be powered or be asymmetrical with one leaf being at least 900mm and having an opening force of less than 20N.

The reception and bar need hearing loops and dropped height sections of counter.

Good signage and colour contrast of dйcor is needed for visually impaired people.

The lifts need to be fire fighting lifts.

The accessible rooms need to be nearer to the lift shafts.

In accessible room with showers the shower seat could rotate 90 degrees and be fitted on same wall as toilet.

The accessible room needs fire warning devices for those with sensory impairments.

INFORMATIVE: Anglia Water

Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087.

Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water.

Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without

agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087.

The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

INFORMATIVE: The following are points that should be considered by the waste management plan:

- Distance from kitchen/bar to refuse store is excessive
- Having to pass through linen store to refuse store will lead to contamination of "linen in"
- Suggest access passage behind linen area and cellar direct to kitchen/serving area.
- Refuse store needs to be:
 - Well lit
 - Drainage & tap for wash down
 - Walls & doors covered in protective material to avoid damage from moving bins
 - Doors must be able to be locked open with kick-stops
 - Clearly demarkable areas so staff can easily identify which bins are which
 - Sufficient space for storage of bulky waste (chairs/lamps/mattresses/electronic goods) for which irregular collections may be the norm
 - No slope between refuse store and outside road/or minimum slope with "drop down kerbs" running length of loading bay
 - Key code access to refuse store for waste contractors - keys or radio intercom not accepted
- Loading bay needs to be clearly marked and free of overhead and other obstruction with forwards entry and exit possible

INFORMATIVE: The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Cambridge Airport (CIA) Airside Operations staff. In some instances it may be necessary to contact CIA Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs

INFORMATIVE: Flood risk standing advice

For your information this application falls within Flood Risk Standing Advice, your council's drainage manager should be consulted. See www.gov.uk/flood-risk-assessment-standing-advice

All surface water from roofs shall be piped direct to an approved surface water system using sealed downpipes. Open gullies should not be used.

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

The water environment is potentially vulnerable and there is an increased potential for pollution from inappropriately located and/or designed infiltration (SuDS). We consider any infiltration (SuDS) greater than 2.0 m below ground level to be a deep system and are generally not acceptable. All infiltration SuDS require a minimum of 1.2 m clearance between the base of infiltration SuDS and peak seasonal groundwater levels. All need to meet the criteria in our Groundwater Protection: Principles and Practice (GP3) position statements G1 to G13 which can be found here:

<https://www.gov.uk/government/collections/groundwater-protection>. In addition, they must not be constructed in ground affected by contamination and if the use of deep bore soakaways is proposed, we would wish to be re-consulted. The proposals will need to comply with our Groundwater protection position statements G1 and G9 to G13.

Appendix 1 (13 June 2018 D & C Panel minutes)

Cambridge City Council Design & Conservation Panel

Notes of the meeting Wednesday 13th June 2018

Attendees:

Di Haigh	RIBA (Chair)
David Grech	Retired architect, formerly English Heritage
Mark Richards	RIBA
Russell Davies	RTPI
Robert Myers	Landscape Institute
Stacey Weiser	Cambridge PPF
Jon Harris	Architectural historian, draughtsman, co-opted member
Ian Steen	Retired architect, co-opted member

Officers:

Mairead O'Sullivan	City Council
Susan Smith	City Council

Observers

Eileen Paterson	City Council
Cllr Katie Thornburrow	City Council

Apologies – Tony Nix and Zoe Skelding.

1. Presentation – Grafton Centre ‘Premier Inn’ Hotel proposals, East Road Cambridge.

The pre-application proposal to provide a new hotel and enhanced public realm. Throughout the design process, Wrenbridge (representing landowners Legal & General) have been an active participant in the Grafton Centre SPD workshops commissioned by the City Council, and this scheme is being brought forward partly in response to this emerging SPD's aspirations for the area.

Presentation by Ian Wilson and Mike Lampard of Corstorphine & Wright Architects accompanied by John McHale of Wrenbridge, Mark Harris of Barton Willmore and Jeremy Parker of Fira Landscape Architects.

Di Haigh as a former director of architects Allies & Morrison announced that she had considered the potential conflict of interest in relation to this scheme. Although A&M have been working on the SPD, they have no direct involvement in the

design of this project. She felt it was appropriate to acknowledge the association, but felt there was no conflict that would prevent her from chairing the meeting.

The Panel's comments were as follows:

- **Scale and massing.**

In principle, the Panel welcome the development of this site; not least as the enhancement of the public realm would address what is currently a hard, urban, heavily trafficked area generally regarded as unsuccessful. The constraints of the site are understood, and offer the opportunity to redefine the entrance to the Grafton Centre, upgrade East Road and create a better pedestrian environment. As various schemes come forward to redefine East Road, the Panel feel there needs to be a careful management of relative scales between the new and existing buildings, so that these various new elements help to create a coherent edge to the street.

- **Views down East Road to tower element.**

Views of the new building are of key importance both from within and beyond the Conservation Area. Particular concerns were raised regarding the visual impact of the 8 storey tower element that, in the Panel's view, appears overly dominant. Unlike at Parkside Place, this site is not a landmark or corner gateway to East Road, but helps to define the continuum of the street frontage. The Panel's comments on defining scale are reiterated here, as the impact on the streetscene of any future, potentially tall interventions in this area would significantly undermine efforts to humanise East Road.

- **Design of elevations.**

The Panel would like to see opportunities explored for a new and imaginative facade treatment, as befits this building in such a central Cambridge location. As the designers have considerable freedom of expression, it was felt this might be exploited on the south-facing facades to exploit the recesses and projecting elements and produce interesting shadowing.

- **Fenestration.**

While exploring all facade treatment options, the Panel would encourage in particular a more inventive approach to the rhythm of the fenestration. Rather than the very conventional and repetitive windows currently shown, fresh thinking could give them additional animation, which might also help to mitigate the impact of the scale of the building.

- **Treatment at ground floor.**

The Panel applaud the intention to create activity on this south-facing ground floor frontage, but would like to see more successful engagement between the hotel restaurant and public realm. The colonnade – providing it is of a generous height and wide enough – could be a space for relaxation with tables and chairs accessible to passers-by as well as hotel guests. It was also felt that an imaginative food offer, perhaps achieved by letting to an independent restaurant, could be a significant improvement over that of a generic budget hotel food court.

- **Staircore.**

The repositioning of the staircore to the rear would allow the hotel to have access to activity at roof level; possibly in the form of an additional restaurant that could exploit the views of the city from this impressive vantage point. Aspirations for activating the rooftops, along with the integration of roof level plant installations should be thoroughly explored; taking care also to manage views looking down.

- **Renewables.**

The Panel applaud the intention of the scheme to adhere to standard performance parameters, but would stress that this was an opportunity to aspire for more in terms of the environmental performance of the building with the use of SuDs, lighting solutions etc.

- **Public realm.**

The Panel were unclear as to the character of this square with its close proximity to a busy road. This is a south facing space that would have activity throughout the day and into the evenings. Creating clear routes and enjoyable social spaces for seating could all be approached more effectively than is currently demonstrated. Is there potential to exploit the edges of this space for greater public activity? Could the entrance to the Grafton Centre be redefined with better presence at the back of the square? The new bus stops, taxi drop off point and bike parking will also play a part in wayfinding and defining pedestrian circulation routes. The Panel look forward to better resolution of these issues of urban place making.

- **Planting proposals.**

In this area of predominantly hard landscaping, there are plenty of opportunities to introduce more planting within the proposed courtyard. This could also tie in with the SuDs strategy for the site. Additional tree planting could create a pleasant green urban square

and improve the air quality, provide shade for south-facing areas in summer and increase biodiversity.

○ **East Road as a boulevard.**

The Panel queried whether there was any scope to extend the proposal for a boulevard of street trees further along East Road as the short length and abrupt termination shown would diminish its positive impact. It was felt that the second line of trees could be more successful along the opposite pavement, where it would be appreciated as a screen for the housing area. Trees on the narrow central traffic island, as proposed, would be more vulnerable to damage from traffic.

Conclusion.

This is a great opportunity to enrich and enliven a hostile site, and the Panel are reassured by the design team's commitment to design quality as part of a broader reordering of East Road.

The elevations for the new hotel as currently proposed need further development. The scale of the 8 storey element is of particular concern in close-up and distant views. The Panel would like to see the design proposals taken significantly further as it feels that this has every opportunity to develop into a characterful and enjoyable scheme.

The Panel appreciates being shown this project at an early stage and will look forward to reviewing it again following further work. The Panel also hopes to have the opportunity to review the proposals for the neighbouring buildings as they come forward.

VERDICT – AMBER (unanimous)

2. Notes of the last meeting – Wednesday 14th March 2018

Notes agreed.

3. Any Other Business

The Chair introduced Cllr Thornburrow as a newly elected Councillor and member of the Planning Committee.

4. Date of next meeting – Wednesday 11th July 2018

Reminder

CABE 'traffic light' definitions:

GREEN: a good scheme, or one that is acceptable subject to minor improvements

AMBER: in need of *significant* improvements to make it acceptable, but not a matter of starting from scratch

RED: the scheme is fundamentally flawed and a fresh start is needed.

Appendix 2 (8 August 2018 D & C Panel minutes)

**Cambridge City Council
Design & Conservation Panel**

Notes of the meeting Wednesday 8th August 2018

Attendees:

Di Haigh	RIBA (Chair)
David Grech	Retired architect, formerly English Heritage
Zoe Skelding	RIBA
Jon Harris	Architectural historian, draughtsman, co-opted member

Officers:

Mairead O'Sullivan	City Council (item 1)
Susan Smith	City Council (item 1)
Sav Patel	City Council (item 2)
Dinah Foley-Norman	City Council (item 2)
Christian Brady	City Council
Eileen Paterson	City Council

Observers:

Cllr John Hipkin	City Council
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Apologies – Stacey Weiser, Russell Davies, Robert Myers and Tony Nix

1. Presentation - Grafton Centre 'Premier Inn' Hotel proposals, East Road Cambridge.

The revised pre-application proposal to provide a hotel and new public realm.

This is in response to the comments received following the last presentation in June (verdict AMBER – unanimous)

Presentation by Ian Wilson and Mike Lampard of Corstorphine & Wright Architects accompanied by John McHale and Jamie Garrett of Wrenbridge, with Ben Bothwick of Barton Willmore and Jeremy Parker of Fira Landscape Architects.

Revisions have included the removal of the tower and the inclusion of a 3m set-back roof element as well as a radical alteration of the interior layout. The restaurant now faces the street, with an extension to the width of the colonnade allowing greater access. The number of rooms remains unchanged.

The Panel's comments were as follows:

- **Scale and massing.**

The Panel were particularly pleased that the previous tower element has now been dropped. The new massing seems to work much better and presents a coherent form to East Road.

- **New elevation to East Road.**

The Panel welcome the clarity and robustness of the revised elevations, and appreciate the deeper recesses to the windows along with the greater depth of the ground floor colonnade.

Concerns were raised about the confused direction of the brick corner pier.

The designers are advised to work on the detailed articulation of the windows for a greater degree of expression. Caution is also advised regarding the aluminium trim along the brickwork, as this detailing would need to be carefully handled to avoid staining.

- **Top floor recessed glass pavilion.**

This is perhaps the element that now needs most thought to improve the design to achieve an exemplary pavilion that achieves a good environmental performance for its occupants. The design team are encouraged to explore how the building fabric could be made to work harder in terms of thermal performance, while ensuring that the building has an elegant crown. Particularly in light of the recent heat wave, the Panel would urge that the roof construction and the amount of glazing and solar shading is given careful consideration. This is obviously the most exposed element of the scheme and yet currently is dependent on air conditioning to make it liveable. The introduction of planted roof terraces might be one option to consider.

- **Materials – choice of brick.**

The Panel note that the choice of brick is yet to be determined, but would urge that this is given careful consideration and could involve a mix of brick types. Ensure that that the pattern of the paving aligns properly with the brick piers.

- **Ground floor restaurant.**

The improvements to the restaurant area and the opportunity given for the bar to work more coherently with the outdoor courtyard space are very much welcomed. The designers are reminded that this is an opportunity for a non-standard, higher quality restaurant that with greater synergy with the cinema programme could lift the entire

scheme. The Panel are encouraged by the progress already made on this element.

- **Renewables.**

The Panel note that the scheme's renewables strategy is still at an early stage with clarity expected by outline submission stage in the autumn. The impact on more distant views should be considered when deciding on the form and extent of plant and PV at roof level.

- **Public realm in courtyard.**

The revisions made to more clearly define the nature of this courtyard space are welcomed. Aspects such as the paving patterns and the planting specification are still to be developed. This is seen in the context of the wider challenge to be faced by the City Council to define a more coherent strategy for street trees along East Road.

- **Landscaping and trees.**

The notion of East Road as a 'boulevard' may be beyond the scope of this project. However, it would be interesting to see whether, with the Development Framework used as a starting point, this scheme could become part of a more connected landscaping approach for the whole of East Road. That could also drive the choice of tree species to be planted on the street frontage here. Further consultation should be arranged on this possibility.

- **Signage strategy.**

As the signage was not included in the views provided in the presentation, the Panel expressed some concerns on the outcome of discussions with Premier Inn on this issue, as this would be key to how the building will be seen at night. Whether the lighting scheme would be reliant on the bedrooms or highlight the building framework is yet to be determined. The Panel would hope that a degree of subtlety and control would be applied.

- **Pedestrian access from East Road and taxi drop-off point.**

As a decision is still needed on bus movements, the pattern of pedestrian movements also remains unclear prior to the consultants' findings being published. The Panel note that taxi drop off arrangements will need to be formalised, but that this point will be located on the periphery of this scheme. The connection to the pedestrian crossing of East Road is also a key link.

Conclusion.

The Panel are encouraged by how many of their comments from last time have been taken on board and responded to. As a result this scheme is greatly improved with appropriate well-proportioned elevations.

VERDICT – GREEN (unanimous) subject to some final design developments, as noted.

Reminder

CABE ‘traffic light’ definitions

GREEN: a good scheme, or one that is acceptable subject to minor improvements

AMBER: in need of *significant* improvements to make it acceptable, but not a matter of starting from scratch

RED: the scheme is fundamentally flawed and a fresh start is needed.

Application Number	19/1034/FUL	Agenda Item	
Date Received	24th July 2019	Officer	Ganesh Gnanamoorthy
Target Date	23rd October 2019		
Ward	Cherry Hinton		
Site	66-80B Colville Road		
Proposal	Demolition of existing flats 66-80b Colville Road and erection of 69 affordable dwellings, including 6 houses and 63 apartments, including resident and public car parking, landscaping and associated works		
Applicant	Cambridge Investment Partnership CIP Offices Mill Road Depot Mill Road		

<p>SUMMARY</p>	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The development would significantly increase the amount of affordable housing to help meet demand within the city; - The proposed development would make efficient use of underused brownfield land by providing a high quality residential development that would not have any significant adverse impact on the residential amenity of the neighbouring occupiers; - The design and scale of the proposed development responds appropriately to the surrounding built form; - The proposed development meets high standards of sustainability with fabric-first construction, MVHR, CHP, green roofs, EV charging points, solar
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	panels, and sustainable urban drainage.
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 deliver 500 net new council rented homes across the City using mainly council owned sites/assets. The City Council has received J70 million support from central government as part of the Devolution Deal to help achieve this target. The development proposed at Colville Road includes 69 new council rented homes – an uplift of 45 homes. This equates to 9.00% (net) of the 500 home target.

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site is an irregular shaped plot of land with a strong north-south orientation, and occupies approximately 0.76 hectares in area.
- 1.2 The site hosts 2x 3-storey blocks of flats (24 flats in total) which have pitched roof forms and gable ends. The blocks have a strong horizontal emphasis. The rest of the site is made up of a public car park, amenity space, and a small block of four garages.
- 1.3 Colville Road runs east to west along the southern aspect of the site, while High Street runs north to south to the west of the site, separated by residential and commercial properties. Further residential properties, and a medical centre, are to the north of the site. To the south of Colville Road is Cherry Hinton Village Leisure Centre and Colville Primary School. Cherry Hinton Recreation Ground sits further to the south. To the west of the site is a residential development.
- 1.4 The property is not located within a designated conservation area and there are no listed buildings on the site or in the immediate vicinity.

1.5 The Cherry Hinton High Street District Centre is adjacent to the site as shown on the adopted Cambridge Local Plan (2018) proposals map, and this includes the garage block within the application site, although this is clearly used for residential purposes.

2.0 THE PROPOSAL

2.1 This application proposes a comprehensive redevelopment of the site involving the demolition of all existing structures, the erection of 69 dwellings (100% Council rented), made up of 63 flats and 6 houses, private, communal and publicly accessible amenity spaces, replacement public car parking (24 spaces in total – 18 in a car park and 6 kerbside), 45 residential car parking spaces, 108 cycle spaces, and associated works.

2.2 The residential accommodation includes a range of dwelling types with 2-bedroom houses and 1 and 2 bedroom apartments. All of the new dwellings proposed meet or exceed the residential space standards within Policy 50 of the Local Plan. The dwellings are proposed within buildings ranging between two and four storeys in height.

2.3 The proposal provides a number of open spaces within the site, including private gardens for the houses, communal gardens for the flats, and a publicly accessible amenity space to the east of the site.

2.4 It is worthy of note that the scheme has been through an extensive pre-application process with officers.

2.5 The application is accompanied by the following supporting information:

- Air Quality Assessment;
- Preliminary Ecological Appraisal;
- Daylight/Sunlight, Overshadowing Assessment;
- Design and Access Statement;
- Flood Risk Assessment and Drainage Strategy Report;
- Phase 1 and Phase II Land Contamination Assessments;
- Noise Assessment;
- Planning Statement;
- Statement of Community Involvement;
- Transport Statement;

- Arboricultural Survey and Implications Assessment
- Energy Strategy Report;
- Archaeological Desk-Based Assessment
- Utilities Assessment
- Public Art and Delivery Plan
- Construction Phase Health & Safety Plan and Traffic Management Plan
- Sustainability Statement
- Bat Survey

3.0 SITE HISTORY

3.1 There is no relevant planning history on this site.

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, 28, 29, 31, 32, 33, 34 35, 36, 45, 47, 50, 51, 55, 56, 57, 59, 68, 70, 71, 74, 75, 80, 81, 82, 85

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

Central Government Guidance	National Planning Policy Framework February 2019 National Planning Policy Framework – Planning Practice Guidance March 2014
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	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) Public Art SPD 2010
	<u>Area Guidelines</u> None Applicable

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 The Highways Officer raised concerns regarding the level of information provided with respect to the access points between the highway and the site.
- 6.2 Subsequently, additional information was provided and the Highways Officer has confirmed that his concerns have been overcome and that he is content with the application from a Highways perspective. He has recommended conditions be attached with relation to securing details of road maintenance/management, and restricting private water discharging onto the highway.

Cambridgeshire County Council (Transport Assessment Team)

- 6.3 The Transport Assessment Officer had requested more information regarding the allocation of parking spaces between the residential and public car parking elements.

- 6.4 Clarification has been provided by the applicant and the applicant has provided the requested information. No further comment has been received from the consultee.

Cambridgeshire County Council (Education)

- 6.5 The County Council's Growth and Development Officer has stated that the likely increase in residents would be minimal, and of a level that can be accommodated within the existing facilities. As such, no contributions towards education and libraries have been requested.

Urban Design Officer

- 6.6 The Council's Urban Design Officer was generally supportive of the scheme as originally submitted although it was recommended that changes were made to the elevations in order to make the massing feel less imposing. Amendments to layout were also suggested.

- 6.7 The suggested amendments were taken on board, and the Urban Design Officer has confirmed that the scheme is now considered acceptable, subject to the imposition of conditions to secure more detailed design information to ensure a high quality appearance is achieved.

Sustainability Officer

- 6.8 The Council's Sustainability Officer has confirmed that the scheme is acceptable from a sustainability point of view subject to the imposition of conditions securing compliance with the submitted energy and sustainability statements.

Landscape Officer

- 6.9 The Council's Landscape Officer had voiced concerns with regard to layout, type and amount of landscaping proposed.
- 6.10 The applicant has subsequently made amendments and the Landscape Officer was re-consulted accordingly. The officer has confirmed that the details provided are now acceptable although conditions have been suggested to secure further detailed design and management information.

Tree Officer

- 6.11 The Council's Tree Officer has raised an objection to the proposal due to the number of existing trees to be lost by the proposal. Further information has been submitted by the applicant and the Tree Officer's updated comments are awaited.

Drainage Officer

- 6.12 The Council's Drainage Officer has raised no objections to the proposal subject to conditions securing full drainage scheme details, as well as a maintenance plan for the drainage system.

Environmental Health Officer

- 6.13 The Council's Environmental Health Officer has been consulted on the proposal. No objections have been raised subject to the imposition of conditions.

Environment Agency

- 6.14 The Environment Agency have raised no objections to the proposal subject to conditions relating to contamination and groundwater.

Local Lead Flood Authority

- 6.15 No objection raised subject to a condition similar to that recommended by the Drainage Officer with regard to a drainage scheme, as well as one to ensure that the green roof of the flat block would meet the required standard.

Developer Contributions Monitoring Officer

- 6.16 The relevant Officer has confirmed that contributions are required to mitigate the impact of the development, which are detailed later in this report.

Enabling (Affordable Housing) Officer

- 6.17 No objection raised.

Ecology Officer

6.18 No comment received.

Public Art Officer

6.19 No comment received.

Fire and Rescue

6.20 No comment received.

Anglian Water

6.21 No objection raised.

Designing Out Crime Officer

6.22 No objection raised and confirms that the scheme would achieve Secure by Design Gold standard.

Cadent Gas

6.23 No objection raised

7.0 REPRESENTATIONS

7.1 Letters have been sent to the owners/occupiers of nearby properties informing them of the proposed development. In addition, site notices were erected around the site.

7.2 No letters of representation have been received as a result of this process.

Camcycle

7.3 Camcycle responded to the proposal as originally submitted and raised concerns with regard to the loss of the grass verge and trees, lack of accessibility for wheelchair users, inadequate cycle parking provision and pathways, and lack of detail regarding the site access.

- 7.4 The applicants provided a response to Camcycle's concerns, and Camcycle have confirmed that many of their initial concerns have been overcome.
- 7.5 The remaining issues have either been conditioned (such as visibility splays), are for finalising through a Section 278 Highways Application (which falls outside of the remit of planning), or are at odds with Highways accepted criterion, such as uninterrupted footways.

Disability Panel

- 7.6 Proposals for the site have been before the disability panel on 27th August 2019. The Panel were broadly supportive of the scheme but identified some issues that could present themselves to disabled users. The vast majority of these relate to internal layouts which are beyond the remit of the planning process, although the applicant has committed to taking these into account at the detailed design stage.
- 7.7 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.

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. Energy and Sustainability
 10. Affordable housing
 11. Public art
 12. S106 contributions
 13. Third party representations

Principle of Development

- 8.2 Policy 3 of the Cambridge Local Plan (2018) seeks to ensure 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 a residential development within a predominantly residential area, and on a site which already houses residential dwellings. The proposal would make use of brownfield land, and falls within an existing urban area.
- 8.3 With the above in mind the principle of development is considered acceptable subject to the material considerations discussed below being satisfactorily met.

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

- 8.4 As discussed earlier in this report, the site sits within a predominantly residential area with some non-residential to the north, south and west. The immediate surrounding area is largely typified by two and three storey buildings.
- 8.5 The proposed development has been laid out with a part 3, part 4 storey block of flats which would broadly be 'U' shaped occupying the central and eastern part of the site. The 4-storey element, which occupies a lesser extent of the footprint than the 3-storey part, would be located at the junction of Colville Road and the access road into the site. To the west of the access road would be the new public car park, a pair of two storey semi-detached dwellings and a terrace of four dwellings. Car parking for the residents would be located to the north of the site, largely hidden from the streetscene by the built form. The graduated increase in height towards the centre ensures that the development responds well to the adjoining properties and would have an acceptable impact on the wider area.
- 8.6 The scheme has been laid out in a logical manner with the street layout providing easy access to all properties, whilst being kept to a minimum to ensure that the development would not feel car dominated. The location of the residential parking to the rear of the site further ensures that the development does not feel car dominated. The location of the public car park to the

front of the site is considered acceptable given the need for visibility of this provision. This location also ensures that the public car park would benefit from natural surveillance from both the proposed residential properties and activity along Colville Road, making it feel like a safe facility.

- 8.7 The buildings have been designed to provide some visual interest with projecting balconies, brick banding and a variety of brick tones. Further changes have been made in line with the Council's Urban Design Officer's comments. It is recommended that, in the event of planning permission being granted a condition should be attached to secure samples and a schedule of all external materials so as to ensure an appropriate finish.
- 8.8 The Council's Landscape Officer has been consulted on the proposal and recommendations were made to improve the scheme. The concerns of the Landscape Officer have been addressed, and they have confirmed that the scheme is now satisfactory subject to the imposition of a number of conditions.
- 8.9 I consider that the quantum of open space proposed is of a sufficient scale for the development proposed.
- 8.10 It is my opinion that 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 55, 56, 57, and 59.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.11 The development has been designed with the context of neighbouring properties in mind. The proposed building would have separation distances from those nearby ranging between 11.40m and 40.00m, with the shorter measurement being a proposed blank flank wall facing an existing flank wall with windows.
- 8.12 The 4-storey element is situated centrally along the east-west orientation of the site, and does not, therefore, have a significant impact on neighbouring amenity.

- 8.13 The scale and mass of the buildings proposed, along with their proximity to neighbouring properties, ensures that the proposal does not adversely impact upon their sunlight and daylight, nor does it cause significant overshadowing. This view is supported by the daylight/sunlight and overshadowing assessment provided by the applicant in support of this application.
- 8.14 The new buildings would not appear overbearing when viewed from neighbouring properties, and there are no significant issues regarding overlooking or loss of privacy.
- 8.15 I have assessed the potential impact on the residential amenity of the surrounding occupiers in terms of sunlight, daylight, overlooking, overbearing sense of enclosure and overshadowing. I am satisfied that the proposal, due to its siting, 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

- 8.16 As with any development of this nature, there could be some adverse impact during the construction phase. The Environmental Health Team have recommended various construction related conditions in order to protect the residential amenity of occupiers of properties in the wider area during construction. These include, but are not limited to, noise during construction and construction hours. I have no reason to deviate from the advice given and have recommended these conditions accordingly.
- 8.17 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

- 8.18 Policy 50 of the Cambridge Local Plan (2018) sets out internal residential space standards. All units proposed comply with, and most exceed, these standards. In this regard, I consider that all the new homes proposed would provide a high quality internal living environment for the future occupants.

- 8.19 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.
- 8.20 All of the proposed dwellings benefit from a private amenity area. These take the forms of gardens and balconies.
- 8.21 As well as the private amenity spaces, the development incorporates a number of shared green spaces, including a communal garden and publicly accessible open space.
- 8.22 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.
- 8.23 The development has been assessed for compliance with Policy 51 and all dwellings comply with the requirements of Part M4 (2) of the Building Regulations. In addition, more than the required 5% of all units have been designed to M4 (3), indicating that they are suitable for wheelchair users. In order to ensure the units are provided to these standards, I have recommended a condition to secure these requirements.
- 8.24 Subject to the imposition of a condition as suggested in the previous paragraph, I am content that the proposal complies with Cambridge Local Plan (2018) policies 50 and 51.

Refuse Arrangements

- 8.25 The proposed refuse storage arrangements are shown to be of a logical layout, with flats having internal communal bin stores and houses having their own bin stores. The applicant has provided calculations of storage provision and these demonstrate that the quantum of provision is in accordance with the required levels. The applicant has provided detailed tracking plans demonstrating how refuse vehicles would be able to negotiate the development safely when collecting refuse and recycling.
- 8.26 The Council's Refuse and Recycling Officer has been consulted on the application and no response has been received.

8.27 Drag distance would be broadly within ten metres and this would comply with the RECAP Waste Design Guide (2012).

8.28 In my opinion the proposal is compliant in this respect with Cambridge Local Plan (2018) policy 57.

Highway Safety

8.29 The application has been supported by a number of plans demonstrating how the development would be accessed and egressed. This includes swept path analysis which demonstrate that refuse trucks can operate safely within the site. The Highway Authority have been consulted as part of the application and, further to amendments, no objections exist. They have suggested that conditions be attached in the event of permission being granted to secure a Traffic management plan, and to ensure private water does not discharge onto the highway to protect the safety of users.

8.30 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

8.31 The Cambridge Local Plan (2018) seeks to support developments that incorporate sustainable forms of transport, including walking, cycling and public transport. This, however, does not negate the requirement for schemes to provide an appropriate level of car parking within a scheme.

Car Parking

8.32 Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with, and not exceed, the maximum car parking standards as set out within appendix L of the same document.

8.33 The site is not located within a Controlled Parking Zone (CPZ) and, with this in mind, the maximum car parking provision on site is for:

- No more than a mean of 1.5 spaces per dwelling (up to 2 bedrooms)

- No less than a mean of 0.5 spaces per dwelling, upto a maximum of 2 spaces per dwelling (3 or more bedrooms)
- 8.34 The proposal affords 69 car parking spaces - 24 public spaces (18 in the public car park and 6 along Colville Road) and 45 for the residential units. This equates to 0.65 spaces per residential dwelling. Six of the space would be disabled bays.
- 8.35 All wheelchair homes would have wheelchair accessible parking spaces in close proximity.
- 8.36 Visitors would be able to make use of the public car parking provision.
- 8.37 The County Council's Transport Assessment Team have commented on the proposal and have noted that although the development would not meet the Local Plan policy requirement for residential car parking spaces, the location of the proposal within close proximity to facilities and amenities and adequate existing sustainable travel links, the proposed level of car parking is acceptable. Given that the parking standards are a maximum requirement, I consider that the level is policy compliant.

Cycle Parking

- 8.38 Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with the cycle parking standards as set out within appendix L of the same document.
- 8.39 The standards set out that one cycle space should be provided per bedroom for dwellings of up to 3 bedrooms. All dwellings proposed are 1 or 2 bedrooms, and as such, the development is required to provide 95 cycle parking spaces.
- 8.40 The proposal provides 108 cycle parking spaces, exceeding the policy requirement by 13 spaces.
- 8.41 All dwellings are compliant with the required standards outlined above. The flat block would have internal cycle stores with external access. Four of the blocks would have internal access also. All cycle stands would be Sheffield stands.

8.42 12 visitor spaces are proposed, and these are located to the east of the site.

8.43 In my opinion the proposal promotes the prevalence of sustainable transport methods, and provides an acceptable balance between car and cycle parking. I consider the proposal to be compliant with Cambridge Local Plan (2018) policy 82.

Integrated water management and flood risk

8.44 The application has been supported by a Flood Risk and Drainage strategy.

8.45 The Lead Local Flood Authority has advised that the strategy is acceptable, although further details would need to be secured by way of condition to ensure that the intended delivery is realised. These conditions are therefore recommended. In my opinion, the proposal is compliant with the paragraph 163 of the National Planning Policy Framework (2019) and policy 31 of the Cambridge Local Plan (2018).

Trees & Ecology

Trees

8.46 The application was accompanied by a tree survey, arboricultural impact assessment and tree protection plan.

8.47 The proposal identifies the loss of 36 trees (or groups), which is unfortunate. The Council's Tree Officer has been consulted on the proposal and has raised an objection to the proposal for this reason.

8.48 The applicant has proposed the planting of 37 trees which would, to some extent, mitigate the loss of trees as described above. The applicant has explored alternative layouts for the flats in order to reduce the loss of trees, and I am satisfied that the current proposal provides a level of public benefit that outweighs the loss of trees.

8.49 I am also of the opinion that the scheme could potentially provide more tree planting and this could be secured by way of the landscaping condition previously suggested.

8.50 In my opinion, subject to these conditions, the proposal is compliant with Cambridge Local Plan (2018) policy 71.

Ecology

8.51 The Ecology officer has been consulted as part of the application, although no comment has been received.

8.52 Although no comment has been received from the Council's Ecological Officer, it is considered appropriate to attach a condition requiring a scheme for ecological enhancement to be provided.

8.53 The proposal would, subject to the condition suggested, be in accordance with Policy 70 of the Cambridge Local Plan (2018).

Energy and Sustainability

8.54 The proposed development includes a series of renewable energy and sustainability measures to reduce carbon emissions and to save energy in accordance with Policy 28. These include the following:

- Green biodiverse/sedum roofs to apartment building
- Sustainable urban drainage integrated into landscaping including permeable paving
- Combined Heat and Power (CHP) plant serving all apartments – this would convert unused energy into electricity to power communal areas of apartment buildings, reducing residents' energy bills
- Fabric-first – thicker, denser insulation and wall construction to minimise heat loss and reduce residents' energy bills
- Mechanical Ventilation with Heat Recovery (MVHR) for all properties
- Electric vehicle charging points – provision made for both residents and the public car park
- Photovoltaic (PV) panels on the roofs of houses and apartments

8.55 The Energy report demonstrates that the approach chosen would comfortably exceed the 19% reduction in carbon dioxide emissions target within policy 28 – the flats would achieve a 30% reduction while the houses would meet 19%. A comprehensive approach has been taken to sustainability and

the measures proposed combine to form a highly sustainable development.

- 8.56 The Council's Sustainability Officer has been consulted on the proposal and has raised no objections subject to the imposition of conditions relating to complying with the energy statement submitted and water efficiency.
- 8.57 I have no reason to consider the information submitted differently to the Sustainability Office and have recommended the suggested conditions accordingly.

Affordable Housing

- 8.58 Policy 45 of the Cambridge Local Plan (2018) seeks to secure 40% affordable housing on schemes of 15 or more dwellings.
- 8.59 The proposed development is for a scheme of 69 dwellings with all of these being affordable for social rent. This equates to 100% of the total number of dwellings. Of these, 43 would be 1-bedroom units, and 26 would be 2-bedroom units.
- 8.60 The Council's Growth Officer has been consulted on the proposal and has raised no objections to the amount and breakdown proposed.
- 8.61 Whilst Policy 45 requires a mix of intermediate and affordable rented housing, the development would deliver council rented housing only. In this case a very significant and un-met need has been found to exist for Council rented housing. The Council has identified that the significant levels of affordable rented need might otherwise go unmet without its own direct intervention. In my opinion the proposed tenure of affordable housing is justified in this case, especially in light of the 100% affordable housing provision.

Public Art

- 8.62 The applicant has provided a public art strategy and delivery plan as part of their submission. The applicant proposes an amount of J40,000 towards public art within the site. I consider that the sum proposed is acceptable given the number of additional dwellings being created, and in light of recent

approvals, and is therefore compliant with Cambridge Local Plan (2018) policy 56 and the Public Art SPD 2010.

S106 Contributions

8.63 The Community Infrastructure Levy (CIL) Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. Each planning obligation needs to pass three statutory tests to make sure that it is

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.

8.64 In line with the CIL Regulations, councils can pool no more than five S106 contributions towards the same project. The new 'pooling' restrictions were introduced from 6 April 2015 and relate to new S106 agreements. This means that all contributions now agreed by the city council must be for specific projects at particular locations, as opposed to generic infrastructure types within the city of Cambridge.

8.65 In bringing forward my recommendations in relation to the Planning Obligation for this development I have considered these requirements. The Planning Obligation Strategy (2010) provides a framework for expenditure of financial contributions collected through planning obligations. The applicant has indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Strategy. I have summarised the Heads of Terms below. Financial contributions would be calculated using formulae based on the final housing mix agreed through reserved matters.

Heads of Terms	Summary
City Council Infrastructure	
Informal open space	J16,577.00 plus indexation towards the provision of and/or improvement of and/or access to Informal Open Space facilities at Cherry Hinton Recreation Ground
Provision for	J1,264 plus indexation towards the

children and teenagers	provision of and/or improvement of the children's play area facilities at Tenby Close play area
Indoor sports	J18,426.50 plus indexation towards the provision of and/or improvement to indoor sports facilities and equipment at Cherry Hinton Village Centre
Outdoor sports	J16,303.00 plus indexation towards the provision and/or improvement of sports pitched and floodlit training facilities at Cherry Hinton Recreation Ground
Community facilities	No contribution required
Affordable housing	100% provision on site.
County Council – Education / Refuse	
Early years	No contribution required
Primary School	No contribution required
Secondary School	No contribution required
Life Long Learning (Libraries)	No contribution required
Monitoring	J650
Other	
NHS	To be confirmed by NHS

8.66 Subject to the completion of a S106 planning obligation to secure the above infrastructure and affordable housing provision, I am satisfied that the proposal accords with Cambridge Local Plan (2018) policy 45 and the Planning Obligation Strategy 2010.

Third Party Representations

8.67 All matters raised in the representations have been addressed in this report already.

9.0 CONCLUSION

9.1 The proposal is for the comprehensive redevelopment of the site involving the erection of 69 dwellings (100% for Council

rent), a public car park, open space provision, and associated works.

- 9.2 The proposed development has had extensive pre-application consultation with a variety of consultees prior to its submission. Nevertheless, the scheme has been amended post submission to address issues that were not satisfactorily resolved at the pre-application stage.
- 9.3 The proposal has been guided by the National Planning Policy Framework (NPPF) and Cambridge Local Plan (2018) which are material considerations.
- 9.4 The application has been considered against the relevant policies, and upon assessment, I consider that the application complies with national and local policies, and should, therefore, be granted planning permission subject to appropriate planning conditions and a S106 legal agreement.

10.0 RECOMMENDATION

APPROVE PLANNING PERMISSION subject to (1) the prior completion of a S106 agreement to secure the planning obligations specified in paragraph 8.65 of this report, and (2) the following conditions:

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

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

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

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

3. No 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. Prior to the commencement of above ground works, samples (including on site panels of a minimum size of 1x1m) and a schedule of materials to be used in all external elevations of the buildings hereby approved, inclusive of bin and cycle stores, substations, houses and flat blocks, shall be submitted to, and approved in writing by, 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 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 and 57).

5. Prior to the commencement of above ground works, a scheme for the provision of fire hydrants shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be implemented in accordance with the approved details. The approved scheme shall detail the implementation strategy for the fire hydrants (noting the hydrants may be installed in a phased manner across the site). No dwellings shall be occupied until the fire hydrants serving that part of the site have been implemented and installed in accordance with the approved Scheme.

Reason: In the interests of residential safety (Cambridge Local Plan 2018, Policy 35).

6. Notwithstanding the plans hereby approved, 5% of all affordable dwellings shall be constructed to meet the requirements of Part M4(3) 'wheelchair user dwellings', and all dwellings 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, Policies 50 and 51).

7. The public art provision shall be fully implemented in accordance with the submitted Public Art Strategy and Delivery Plan dated 19th September 2019, unless otherwise approved in writing by the Local Planning Authority.

Once in place, the public art shall not be moved or removed otherwise than in accordance with the approved maintenance arrangements.

Reason: To accord with the provisions of Cambridge City Council Public Art SPD (2010) (Cambridge Local Plan 2018, Policy 56).

8. Prior to the commencement of works, a traffic management plan shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

9. Prior to first occupation, the manoeuvring and parking areas shall be provided as shown on the drawings hereby approved and retained free of obstruction.

Reason: In the interests of highway safety and to ensure an adequate level of parking provision is retained (Cambridge Local Plan 2018, Policies 81 and 82).

10. Prior to first occupation, visibility splays of 0.60m x 0.60m shall be provided each side of the vehicular access to the two units immediately west of 82-94 Colville Road. The splays shall be provided and retained in perpetuity thereafter.

Reason: In the interests of highway safety (Cambridge Local Plan 2018, Policies 81 and 82).

11. All areas of private land (i.e. that which is not to become adopted public highway) shall be constructed so that all its falls and levels are such that no private water from these areas drains across or onto the adopted public highway.

Reason: In the interest of the safe and effective operation of the highway (Cambridge Local Plan 2018, Policy 81).

12. The proposed driveways, and main access to the site shall be constructed using a bound material and retained as such thereafter.

Reason: In the interest of the safe and effective operation of the highway (Cambridge Local Plan 2018, Policy 81).

13. The proposed energy strategy as set out in the Energy Statement (Create Consulting Engineers Limited, July 2019) shall be fully implemented prior to first occupation. Any associated renewable and low carbon energy technologies shall be fully installed and operational prior to occupation and shall thereafter be maintained in accordance with a maintenance programme, which shall be submitted to and approved in writing by the local planning authority prior to the occupation. Further information shall also be submitted and agreed in writing by the local planning authority in relation to the technical specification of the proposed gas fired Combined Heat and Power System (CHP), or alternative energy solution, including emissions standards. Any gas fired CHP should meet an emissions standard of:

Spark ignition engine: less than 150 mgNO_x/Nm³

Compression ignition engine: less than 400 mgNO_x/Nm³

Gas turbine: less than 50 mgNO_x/Nm³

The renewable and low carbon energy technologies shall remain fully operational in accordance with the approved maintenance programme, unless otherwise 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 28, and to protect human health in accordance with Cambridge Local Plan policy 36).

14. Water efficiency standards for all residential units will be implemented in line with the water efficiency specification included within the Sustainability Statement (Create Consulting Engineers Limited, July 2019), in order to achieve a design standard of water use of no more than 110 litres/person/day.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018, policy 28).

15. No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority: 1. A Preliminary Risk Assessment (PRA) including a Conceptual Site Model (CSM) of the site indicating potential sources, pathways and receptors, including those off site. 2. The results of a site investigation based on (1) and a detailed risk assessment, including a revised CSM. 3. Based on the risk assessment in (2) an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. The strategy shall include a plan providing details of how the remediation works shall be judged to be complete and arrangements for contingency actions. The plan shall also detail a long-term monitoring and maintenance plan as necessary. 4. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the remediation strategy in (3), unless the phased occupation of the development is first agreed in writing by the Local Planning Authority. The long-term monitoring and maintenance plan in (3) shall be updated and be implemented as approved.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 170, 178, 179 and Environment Agency Groundwater Protection Position Statements which can be found here: <https://www.gov.uk/government/publications/groundwater-protection-position-statements> (Cambridge Local Plan 2018 Policy 32).

16. 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 a remediation strategy 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: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 170, 178, 179 and Environment Agency Groundwater Protection Position Statements which can be found here: <https://www.gov.uk/government/publications/groundwater-protection-position-statements> and To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety (Cambridge Local Plan 2018 Policy 33).

17. Piling or investigation boreholes using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 170, 178, 179 and Environment Agency Groundwater Protection Position Statements which can be found here: <https://www.gov.uk/government/publications/groundwater-protection-position-statements> (Cambridge Local Plan 2018 Policy 33).

18. Prior to first occupation, the surface water drainage scheme shall be constructed and maintained in full accordance with the Flood Risk Assessment and Drainage Strategy as submitted (ref: 581291-MLM-ZZ-XX-RP-C-008) dated 16/07/2019.

Reason: To prevent an increased risk of flooding and to protect water quality.

19. Prior to first occupation, details for the long-term maintenance of the surface water drainage system, (including all SuDS features) to be submitted to, and approved in writing by, the Local Planning Authority.

Reason: To ensure the satisfactory maintenance of drainage systems that are not publicly adopted, in accordance with the requirements of paragraphs 163 and 165 of the National Planning Policy Framework (Cambridge Local Plan 2018 Policy 28).

20. The development shall be carried out fully in accordance with AIA carried out by Geosphere Environmental (ref: 4044,EC,AR/RF,KL/17-07-19/V3) dated 17/07/2019

Reason: To ensure that the development has an acceptable impact on trees (Cambridge Local Plan 2018; Policy 71).

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 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 (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports), bridges, boardwalks and Forest School. Soft Landscape works shall include detailed planting plans showing location of species; written specifications (including soils importation and quality control of soils) 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).

22. Prior to first occupation, a schedule of landscape maintenance for a minimum period of five years has been submitted to and approved in writing by the local planning authority. The schedule shall include details of the arrangements for its implementation.

Reason: To ensure that the landscaped areas are maintained in a healthy condition in the interests of visual amenity. (Cambridge Local Plan 2018; Policies 55, 57 and 59).

23. No development above ground level 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, incorporating a method of dispersal for hedgehogs, to be erected. The boundary treatment shall be completed before the use hereby permitted is commenced and retained thereafter. 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).

24. Details of the biodiverse (green) roof(s) shall be submitted to and approved in writing by the Local Planning Authority prior to any above ground works on the apartment block commencing. Details of the green roof(s) shall include means of access for maintenance, plans and sections showing the make-up of the sub-base to be used.

Reason: To ensure the development provides the maximum possible provision towards water management and the creation of habitats and valuable areas for biodiversity. (Cambridge Local Plan 2018; Policy 31).

25. 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).

26. Prior to the installation of plant, a scheme for the insulation of the plant 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 hereby permitted is commenced.

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

27. Prior to the installation of any artificial lighting, an artificial lighting scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of any artificial lighting of the site and an artificial lighting impact assessment with predicted lighting levels at proposed and existing residential properties shall be undertaken. Artificial lighting on and off site must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light - GN01:2011 (or as superseded).

The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details / measures.

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

28. Prior to the commencement of the development (or phase of) 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 the heavy metal contamination found at location WS10 as described by the Phase 2 Geoenvironmental Assessment Report by MLM, document ref: 724413-MLM-ZZ-XX-RP-J-0001, MLM ref: JW/724413/JW, revision C02, dated 12th July 2019. This site investigation report must include the results of all 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 contamination described above 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 protect the amenity of the adjoining properties.
(Cambridge Local Plan 2018 policy 35).

29. The electric vehicle charge points and associated infrastructure as detailed in and as shown on drawing number CVL-EV01 - Electric Vehicle Charging Points shall be the type / standard as detailed below and shall be installed prior to use of the development hereby permitted is commenced and maintained and retained thereafter:

o Slow active charge points (those marked as red) will be dedicated slow electric vehicle charge points with a minimum power rating output of between 3.5 and 7kW designed and installed in accordance with BS EN 61851.

o Fast active Charge Points (those marked in green) will be dedicated car parking spaces enabling charging within 2-3 hours and installed in accordance with BS EN 61851.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with the National Planning Policy Framework (NPPF, 2019) paragraphs, 110, 170 and 181, Policy 36 of the Cambridge Local Plan (2018) and Cambridge City Council's adopted Air Quality Action Plan (2018).

30. Prior to the commencement of works, with the exception of demolition, a scheme for ecological enhancement including native planting, measures to allow dispersal of hedgehogs and in-built features for nesting birds, roosting bats and shall be provided to and agreed in writing by the Local Planning Authority. The measures shall be implemented in accordance with the agreed scheme.

Reason: To improve the bio-diversity contribution of the site
(Cambridge Local Plan 2018 policy 69).

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: No part of any structure may overhang or encroach under or upon the public highway unless licensed by the Highway Authority and no gate / door / ground floor window shall open outwards over the public highway.

INFORMATIVE: Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, the cost of which must be borne by the applicant.

INFORMATIVE: Please note that the use of permeable paving does not give the Highway Authority sufficient comfort that in future years water will not drain onto or across the adopted public highway and physical measures to prevent the same must be provided.

Application Number	18/0090/FUL	Agenda Item	
Date Received	17th January 2018	Officer	Lewis Tomlinson
Target Date	14th March 2018		
Ward	Petersfield		
Site	63 New Street		
Proposal	Erection of a residential development containing ten flats comprising of three 2+bed units, six 1+bed units and one studio unit along with one car parking space and cycle parking following demolition of existing buildings on site.		
Applicant	c/o Agent		

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 development would not have an adverse impact upon the surrounding area. ○ The proposed development would not have any adverse impact on the residential amenity of adjoining neighbours and would provide acceptable living conditions for the future occupiers. ○ The proposal would not increase parking pressures on nearby streets to an unacceptable degree.
RECOMMENDATION	APPROVAL

0.0 BACKGROUND

0.1 Members may recall that this planning application was presented to Planning Committee at the meeting on 3rd October 2018. Members resolution was 'minded-to refuse' against the officer recommendation of approval on grounds of lack of

external amenity space and car parking. Members voted to invoke the 'adjourned decision protocol'. On the 18th October, the Cambridge Local Plan 2018 was formally adopted. Following this, the applicant engaged with officers to address policies 50 (external amenity space) and 51 (accessible homes) of the Local Plan. As a lot of time has passed since the application was in front of members and it has undergone amendments, the application will be presented to members for a full re-assessment and not under the 'adjourned decision protocol'.

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 No.63 New Street is on the northern side of New Street and is a two storey dwelling with a separate two storey outbuilding with a courtyard to the rear. Immediately adjacent to the east is Mackay Metal Works. To the west and to the north are multiple blocks of flats/student accommodation. Opposite the site is a recently constructed contemporary Anglia Ruskin University building. The site is bound by built form apart from to the rear where there is a courtyard serving the blocks of flats/student accommodation. The site lies adjacent to the Central Conservation Area to the south.

2.0 THE PROPOSAL

2.1 The proposal is for the demolition of the existing buildings on the site and the erection of a building comprising of three 2 bed units, six 1 bed units and one studio flat. The proposal would provide one visitor/disabled parking space and 13 cycle parking spaces.

2.2 The application is accompanied by the following supporting information:

- Planning Statement
- Drawings
- Transport Statement
- Acoustic Assessment
- Sunlight and daylight assessment
- Viability Assessment

2.3 Amended plans have been received which show the following revisions:

- Provision of winter gardens with openable windows

3.0 SITE HISTORY

4.0 PUBLICITY

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

5.0 POLICY

5.1 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2018	1, 3,28, 29, 30, 31, 32, 33, 35, 36, 45, 50, 51, 55, 56, 57, 61, 81, 82

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

Central Government Guidance	National Planning Policy Framework 2019 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 (Annex A) Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)
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> Eastern Gate Development Framework SPD (2011)

6.0 CONSULTATIONS

Archaeology Officer

- 6.1 No objection subject to a Written scheme of investigation condition.

Cambridgeshire County Council (Highways Development Management)

- 6.2 The proposal seeks to justify a level of car parking provision within the site in line with Local Plan Parking Policy, which gives maximum levels of provision based upon size of dwelling unit and location. More recent guidance contained within the National Planning Policy Framework and the IHT guidance on best practice in car parking provision moves away from maximum levels of provision and 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, the proposal would be “dedicated parking provision-free” rather than “car-free”.

The development will 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.

Conservation Officer

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

Local Lead Flood Authority

- 6.4 Originally objected, following the submission of further information, no objection subject to a condition regarding surface water drainage scheme.

Environmental Health

- 6.5 Following the submission of additional information and revisions to the proposed plans (replacement of balconies with winter gardens) no objection subject to conditions regarding construction hours, collection during construction, construction noise, dust, contaminated land conditions, ventilation scheme, acoustic compliance and electric vehicle charging point.

Landscape Officer

- 6.6 No objection subject to a condition regarding hard landscaping.

Sustainability Officer

- 6.7 No objection subject to conditions regarding implementation of energy statement and water efficiency.

S106 Officer

- 6.8 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. 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.

Urban Design Officer

- 6.9 After revisions to the scheme, no objection subject to conditions regarding materials, external features detailing, windows and doors and the retention and reuse of the date stone.

Waste Officer

- 6.10 This application is fine in terms of waste, however please make sure there is a drop kerb directly outside the bin store. There should be no keys or codes to the bin store unless its a standard FB2 lock.
- 6.11 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:
- 27 Ainsworth Street (on behalf of Petersfield Community Trust)
 - 121 York Street
- 7.2 The representations can be summarised as follows:
- Lack of car parking
 - Single aspect rooms
 - The size of the flats are small
 - Overdevelopment
 - The size of the building would create an 'urban canyon' within New Street.
 - Should be 3 storey not 4 storey.

7.3 A further representation in support has also been received from 65 Circus Drive:

- Increase the supply of flats in the Petersfield Area
- Improve New Street

7.4 A further representation was also been received from Camcycle:

- Originally objected but following revision to the plans, Camcycle withdrew their objection as the revised plans complied with the Cycle Parking Guide for New Residential Developments.

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. Residential amenity
4. Refuse arrangements
5. Highway safety
6. Car and cycle parking
7. Drainage
8. Affordable Housing
9. Third party representations

Principle of Development

8.2 The demolition of the existing building would be permitted development under Class B, Part 11, Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), subject to prior approval from the local planning authority as to the method of demolition and any proposed restoration of the site. Thus, the principle of demolition cannot be resisted and therefore is acceptable in principle.

- 8.3 Policy 3 of the Cambridge Local Plan (2018) supports residential development on windfall sites, subject to the existing land use and compatibility with adjoining uses. The site is situated within an established residential area, and therefore I consider that additional dwelling units on this site could be supported. The principle of development is therefore acceptable subject to the material planning considerations discussed below.

Context of site, design and external spaces

- 8.4 The site currently consists of a two storey dwelling with a two storey outbuilding and a courtyard to the rear. The area is characterised by high density development with Mackays Metal Works and a car park to the west and is highlighted as a potential development site in the near future as outlined in the Eastern Gate Development Framework SPD. While the site itself is not included as a potential development site within the SPD, Figure 39 within the SPD states that the massing of development along New Street should be 3 – 4 storeys in height.
- 8.5 The proposed building would have a height of 4 storeys which would comply with the Eastern Gate Development Framework SPD. The fourth storey would be set back with a saw tooth design, and be of a darker material which would break up the front elevation. Further recessed elements within the front elevation would also help break up the massing of the building. The proposal would be of a contemporary design and would be in-keeping with the contemporary character of the Anglia Ruskin University building opposite the site.
- 8.6 The proposed use of brick, aluminum and zinc cladding for the roof are supported and considered appropriate for the area and the site. The Urban Design and Conservation Team were consulted as part of the application and have raised no objection subject to the inclusion of conditions. In regards to the date stone, this is best dealt with via an informative. These conditions are considered necessary to ensure the proposed building is finished to a high standard that is compatible with its surroundings. The Landscape Officer has requested the inclusion of a hard landscaping condition which is also considered necessary.

- 8.7 The proposed site would be a car free development, however given its direct links to East Road and close proximity to the city centre, there is a presumption in favour of walking, cycling and public transport. Secure cycle parking is integrated into the front of the building. This is assessed further in the following sections in the report.
- 8.8 In my opinion the proposal is compliant with policies 55, 56, 57 of the Cambridge Local Plan (2018).

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.9 As there is ample distance between the elevations of the blocks of flats/student accommodation to the rear and the building itself is separated by a large communal courtyard, the proposal would not overlook, overshadow or result in an overbearing impact upon the neighbouring properties in my opinion.
- *Wider area*
- 8.10 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.

- 8.11 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 57 and 35.

Amenity for future occupiers of the site

- 8.12 Policy 50 of the Cambridge Local Plan (2018) sets out internal residential space standards. All the proposed units comply with the standards and half of the units exceed them. In this regard, the units would provide a high quality internal living environment for the future occupants in my opinion. The floor space of the proposed units is presented in the table below against the requirements of policy 50.

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (ml)	Proposed size of unit (ml)	Difference in size
1	1	2	1	50	50	0
2	1	1	1	37	38	+1
3	1	2	1	50	50	0
4	2	3	1	61	61	0
5	1	1	1	37	50	+13
6	1	2	1	50	50	0
7	2	3	1	61	61	0
8	1	1	1	37	50	+13
9	2	3	1	61	77	+16
10	1	1	1	37	50	+13

8.13 The proposed units would have single aspect facing rooms. The proposed development is an infill and therefore is constrained by neighbouring buildings. That being said, all the units meet, and the majority even exceed, the required internal space standards set out in Policy 50 of the Cambridge Local Plan (2018). A daylight assessment has also been submitted with the application which demonstrates that all the units would meet the recommended levels of internal daylight required.

8.14 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. The applicant has amended the scheme to ensure all units have direct access to a private amenity area. Units 1 & 2 have private courtyards, units 3, 6 & 10 have private balcony and units 4, 5, 7, 8 & 10 have private winter gardens.

8.15 Previously the proposal included balconies for all units. The Environmental Health Team objected to the application due to potential noise impact upon the units facing New Street from the adjacent Mackays Metal Works. In response to this, the balconies were removed and fixed shut windows were introduced. However, at committee members were minded to refuse the application as 8 of the units had no access to private external amenity space. The scheme has since been amended further so that the units facing onto New Street now have winter gardens instead of balconies in order to address the Environmental Health concerns.

- 8.16 There is an existing residential property on the site which has a poor relationship with the adjacent Mackays Metal Works. There are no specific noise insulation measures present within the existing building and the current occupiers are subject to what I consider to be an unreasonable level of noise at present. It is also to be noted the currently operating hours of Mackays Metal Works are quite reasonable, but the site could be used to its full potential in the future or another heavy industrial company may purchase the site. There would be a gap between the proposed building and the building that houses Mackays Metal Works. The proposal would also include the necessary insulation alongside MVHR to ensure the future occupants experience an acceptable level of noise and vibration. This, in my opinion, would be an improvement in comparison to the existing residential property on the site in terms of noise.
- 8.17 It is to be noted that 7 of the units are 1 bed flats. These 1bed units are likely to be occupied by individuals or couples and not family units. 3 of the units are 2 bed flats. As previously stated, all the units have direct access to a private amenity space. It is to be noted that St Matthew's Piece is within 2 minutes walking distance from the site and provides play area/equipment for younger and older children as well as a substantial open green space.
- 8.18 In my opinion the proposal provides an high quality living environment for the future occupiers, and I consider that in this respect it is compliant with Cambridge Local Plan 2018 policies 50 and 57.

Accessible homes

- 8.19 Policy 51 of the Cambridge Local Plan states in order to create accessible homes: all housing development should be of a size, configuration and internal layout to enable Building Regulations M4 (2) 'accessible and adaptable dwellings' to be met. One of the key elements of Building Regulations M4 (2) is that all units must have level access. If there are units on the first floor or above, a lift must be provided within the development to ensure level access is provided to those units on the first floor or above.

- 8.20 Planning Practice Guidance (Paragraph: 008 Reference ID: 56-008-20160519) outlines that where a local planning authority adopts a policy to provide enhanced accessibility or adaptability they should do so only by reference to Requirement M4(2) and/or M4(3) of the optional requirements in the Building Regulations and should not impose any additional information requirements (for instance provision of furnished layouts) or seek to determine compliance with these requirements, which is the role of the Building Control Body. Moreover, it is also stated that Local Plan policies should also take into account site specific factors such as vulnerability to flooding, site topography, and other circumstances which may make a specific site less suitable for M4(2) and M4(3) compliant dwellings, particularly where step free access cannot be achieved or is not viable. Where step-free access is not viable, neither of the Optional Requirements in Part M should be applied.
- 8.21 The applicant has stated that it would be unviable to fully comply with the requirements of Building Regulations M4(2). The installation of a lift would result in a loss of floor space within the development, and ultimate resulting in a reduction of 10 units to 7units. As the development would occupy the majority of the site, and taking into account the Eastern Gate SPD in regards to the height limit for the site, Officers accept that the direct implication of a lift provision within the scheme would result in the loss of units when compared to the current proposal.
- 8.22 The applicant has submitted a viability assessment in an attempt to demonstrate that a 7 unit scheme with the provision of a lift would not be viable due to the overall value of the finished scheme and the costs of development. The Council appointed an Independent Consultant to review the submitted viability assessment. An update will be provided on the amendment sheet.

Refuse Arrangements

- 8.23 The bins would be located in an integrated store within the building that would be accessed from the front of the site. In my opinion the proposal is compliant with policy 57 of the Cambridge Local Plan (2018).

Highway Safety

- 8.24 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.
- 8.25 In my opinion the proposal is compliant with policy 82 of the Cambridge Local Plan (2018).

Car and Cycle Parking

- 8.26 The proposal would provide one visitor/disabled car parking space. The Council has maximum parking standards outlined in policy 82 & Appendix L of the Cambridge Local Plan (2018). Cambridge City Council promotes lower levels of private parking particularly where good transport accessibility exists. This site is located in a very sustainable location just off East Road and is very accessible. East Road has many shops and services, and the city centre is within walking/cycling distance. The proposal would also provide 13 cycle spaces. The cycle parking would be located within an integrated store within the building that would be accessed from the front of the site. This level of cycle parking would comply with policy 82 & Appendix L and the Cycle Parking Guide for New Residential Developments.
- 8.27 The parking situation surrounding the site is unusual as the site itself falls outside of the controlled parking zone. However, there are double yellow lines immediately outside the site and parking restrictions within the nearby streets. These parking restrictions are either in the form of parking meters or a resident permit holder scheme. The adjacent street, Occupation Road is however unrestricted. The findings of the 'Cambridge On-Street Residential Parking Study' (November 2016) in regards to the parking pressure within Occupation Road is displayed in the table below:

Occupation Road Parking Pressure %		
05:30	10:00-12:00	14:00-16:00
38%	104%	94%

- 8.28 The data clearly shows that the parking pressures are within the day hours and not overnight. This shows that Occupation Road does not suffer from overnight parking stress but suffers from commuter parking stress during the day.
- 8.29 During the debate at the 3rd October Planning Committee meeting, Members referred to a then recent appeal decision (APP/Q0505/W/18/3197140) at 101 Cavendish Road, Cambridge CB1 3AE under the planning application reference 17/1621/FUL. The application was originally recommended for approval by officers but was refused at planning committee for the following reasons:
1. The proposed development, which has a greater footprint and mass than the approved scheme and which sub-divides the site into three separate residential curtilages, would have a harmful impact on the character of the area, which forms part of the Mill Road Conservation Area, represent an overdevelopment of the site and result in a poor standard of residential amenity for future occupiers contrary to Cambridge Local Plan (2006) policies 3/4, 3/10 and 4/11.
- 8.30 The appeal Inspector considered that parking pressure was a key issue for her to consider in addition to the Council's reasons for refusal.

At paragraph 23 of the appeal decision, the Inspector stated:

'At my visit, mid-morning, there were few kerbside parking bays available along Cavendish Road and I would expect demand to be heavier at evenings and weekends. The appellant argues that the development would be promoted as a car free scheme. However, there is nothing before me to indicate how this could or would be enforced and I give this argument limited weight. Notwithstanding the aspiration for a car free development it is likely that three two bedroomed dwellings would result in some increase in demand for on-street parking and therefore have an adverse effect on parking stress. This would be contrary to LP Policy 3/10 with regard to the provision of parking spaces.'

- 8.31 Cavendish Road and the surrounding streets on this side of Mill Road do not fall within the controlled parking zone and there are no parking restrictions. However, there are controlled parking

zone measures along the section of Mill Road across the railway line and towards the city centre. In my view, the Inspector made a reasonable assumption based upon her mid-morning site visit but a mid-morning site visit would most likely reflect commuter stress due to the location of the site close to the city yet just outside the CPZ. In my view this is unlikely to be indicative of evening/weekend or other overnight car parking stress. As the Council had not raised parking stress as a concern, no information was submitted by the Council to the Inspector in its defence of the appeal. It is unknown, therefore, how familiar the Inspector would have been with the particular patterns of parking stress within Cambridge. It is also the case that the Inspector came to her conclusions in the absence of any detailed policy addressing parking stress and neither did she make reference to any other evidence such as the 'Cambridge On-Street Residential Parking Study' (November 2016) or any other parking survey in coming to her decision.

8.32 I also consider that the appeal scheme and the current proposal in New Street are not directly comparable since they are in very different locations with different parking restrictions in place

8.33 As outlined above, the vast majority of streets around the site are controlled by on street parking restrictions and Occupation Road, where some overnight parking may occur, does not suffer from overnight parking stress but commuter daytime parking. Therefore, it is my view that 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. The proposal would be in accordance with Cambridge Local Plan 2018 policies 35 & 82.

Drainage

8.34 The Drainage Officer was consulted as part of the application and following the submission of additional information has raised no objection subject to the imposition of a surface water condition.

Affordable Housing

8.35 The proposed development is for a scheme of 10 units. As there is currently 1 dwelling 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.

8.36 In my opinion the proposal is compliant with policy 45 of the Cambridge Local Plan (2018).

Third Party Representations

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

9.0 CONCLUSION

9.1 In conclusion the proposal would have an acceptable impact on the amenity of the occupiers of adjoining properties and future occupants having regard to the proposed unit sizes, the existing noise situation for the existing dwelling in comparison to improvement situation for the proposed units, and the close proximity to St Matthews Piece. The proposal would also have no detrimental impact on the visual quality of the streetscene.

10.0 RECOMMENDATION

APPROVE subject to 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 2018 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 2018 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 2018 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 2018 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 2018 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 2018 policy 33)

9. 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 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:
 - 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; and
 - b. 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.

Reason: To minimise flood risk (National Planning Policy Framework (2019) and Cambridge Local Plan 2018 policy 31)

10. The approved renewable energy technology 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)

11. 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 28)

12. No development shall take place until full details of hard 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; pedestrian access and circulation areas; and hard surfacing materials.

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

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

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

14. No development shall take place until full details of all non-masonry walling systems, cladding panels or other external screens including structural members, infill panels, edge, junction and coping details, colours, surface finishes/textures and relationships to glazing and roofing are to be submitted to and approved in writing by the LPA. This may consist of large-scale drawings and/or samples. Thereafter the development shall be undertaken in accordance with the agreed details unless the LPA agrees to any variation in writing.

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

15. No development shall take place until full details of all windows and doors, as identified on the approved drawings, including materials, colours, surface finishes/textures are to be submitted to and approved in writing by the LPA. This may consist of large-scale drawings and/or samples. Thereafter the development shall be undertaken in accordance with the agreed details unless the LPA agrees to any variation in writing.

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

16. The winter gardens on flats 4, 5, 7, 8 and 9 shall be retained as winter gardens and shall not be infilled.

Reason: To protect the external amenity area of the units (policy 50 of the Cambridge Local Plan)

17. No development shall take place within the area indicated until the applicant, or their agents or successors in title, 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.

Reason: To secure the preservation of the archaeological interest of the area either by record or in situ as appropriate. (Cambridge Local Plan 2018 policy 61)

18. No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800hours 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)

19. 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)

20. Prior to the commencement of the development hereby approved (including any pre-construction, demolition, enabling works or piling), the applicant shall submit a report in writing, regarding the demolition / construction noise and vibration impact associated with this development, for approval by the local 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. 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 nearby properties
(Cambridge Local Plan 2018 policy 35)

21. 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)

22. Prior to the commencement of development/construction, details of an alternative ventilation scheme for the habitable rooms on the New Street facade in order to protect future occupiers from external noise shall be submitted to and approved in writing by the local planning authority. The ventilation scheme shall achieve at least 2 air changes per hour. Full details are also required of the operating noise level of the alternative ventilation system.

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

Reason: To protect the amenity of the future occupiers (Cambridge Local Plan 2018 policy 35)

23. The noise insulation scheme and mitigation requirements as stated within the Cass Allen acoustic assessment dated 09 January 2019(Revision 3, ref: RP01-17702) shall be fully implemented prior to first occupation of the development and should be maintained and not altered in perpetuity.

Reason: To protect the amenity of the future occupiers (Cambridge Local Plan 2018 policy 35)

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 site investigation, including relevant soil, soil gas, surface and groundwater sampling should be carried out by a suitably qualified and accredited consultant/contractor in accordance with a quality assured sampling, analysis methodology and relevant guidance. The Council has produced a guidance document to provide information to developers on how to deal with contaminated land. The document, 'Contaminated Land in Cambridge- Developers Guide' can be downloaded from the City Council website on <https://www.cambridge.gov.uk/land-pollution>.

Hard copies can also be provided upon request

INFORMATIVE: Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance.

INFORMATIVE: Any material imported into the site shall be tested for a full suite of contaminants including metals and petroleum hydrocarbons prior to importation. Material imported for landscaping should be tested at a frequency of 1 sample every 20m³ or one per lorry load, whichever is greater. Material imported for other purposes can be tested at a lower frequency (justification and prior approval for the adopted rate is required by the Local Authority). If the material originates from a clean source the developer should contact the Environmental Quality Growth Team for further advice.

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 2006 policy 4/13)

INFORMATIVE: The Council's document 'Developers Guide to Contaminated Land in Cambridge' provides further details on the responsibilities of the developers and the information required to assess potentially contaminated sites. It can be found at the City Council's website on <https://www.cambridge.gov.uk/land-pollution>
Hard copies can also be provided upon request.

INFORMATIVE: In the interest of the preservation of the date stone, the applicant should carefully remove the The date stone, "Rodney Stores 1903", associated with Rodney Brewery (the former brewery tap Brewery: E Lacon & Co Ltd & Frederick J Swan - Rodney Brewery, Cambridge), store in a safe & secure manner in a place to be agreed with the LPA. Thereafter the development shall incorporate the date stone into the New Street elevation as part of the new building

Application Number	18/1552/S73	Agenda Item	
Date Received	4th October 2018	Officer	Nicholas MacDermott
Target Date	29th November 2018		
Ward	Romsey		
Site	8 Seymour Street		
Proposal	Section 73 application to vary condition 2 (approved drawings) and remove conditions 3 (Preliminary Contamination Assessment), 4 (Site Investigation Report & Remediation Strategy), 5 (Implementation of Remediation), 6 (Completion Report), 7 (Materials management Plan), and 21 (Contaminated land assessment and remediation strategy) of planning permission 18/0581/FUL		
Applicant	Mr Andy Brand Nene Lodge Funthams Lane Whittlesey		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <p>The proposed variations to the approved scheme would not significantly harm the residential amenity of the neighbouring property at No 8A.</p>
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site was formerly a commercial unit located at 8 Seymour Street which has been demolished. In its place and nearing completion have been erected the shells of a pair of semi-detached houses granted permission in June 2018 Ref:18/0581/FUL. The new building is faced with a buff brick.

- 1.2 Seymour Street is mostly residential. The nearby houses are a mixture of ages and styles from the late nineteenth century to the present day, displaying a wide variety of facing materials, including traditional buff and red brick, modern yellow and orange bricks, white-painted brick, render and pebbledash. There is no consistent building line on either side of the street.
- 1.3 To the south, the site abuts the Brookfields Hospital site and to the west is car parking.
- 1.3 The site is not within any conservation area and is outside the controlled parking zone. There are parking restrictions in parts of the street, including in front of the application site where on-street parking is not permitted at any time.

THE PROPOSAL

- 2.1.1 This is a Section 73 application to vary the following conditions of planning permission 18/0581/FUL:

2- (Approved Drawings), 3 - (Preliminary Contamination Assessment), 9 -(Materials), 13 - (Visibility Splays), 16 - (TMP) - 20 (Dust), 22 - (Cycle Storage) and to remove condition 21 (Contaminated Land Assessment and Remediation Strategy) of permission 18/0581/FUL (Demolition of existing shop, construction of 2 x semi-detached houses).

- 2.1.2 These variations to the conditions in effect seek permission for some small alterations to the approved drawings (condition 2), the discharge of conditions 3, 9, 13, 16, 20, 22 and the removal of condition 21.

- 2.1.3 The proposed changes to the approved dwellings include the deletion of a small cut out shaft that extended down from the roof to first floor level. There are also changes to the front elevation of the pair of semi-detached houses with the proposal of bay window projections.

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

1. Drawings
2. Covering letter
3. Supporting information for the discharge of conditions

3.0 SITE HISTORY

18/0581/FUL for Demolition of existing shop, construction of 2 x semi-detached houses. PERM dated 08.06.2018

15/0102/FUL for Demolition of existing shop, construction of 2 x semi-detached houses. PERM dated 18.03.2015

18/0581/COND3 Condition 3 - Contaminated land 1of 6 - PCO

18/0581/COND9 for Condition 9 - Materials Samples, PCO

18/0581/COND16 for Condition 16 - Traffic management plan, PCO

18/0581/COND20 for Condition 20 - Dust, PCO

18/0581/COND21 for Condition 21 - Contaminated Land, PCO

18/0581/COND22 for Condition 22 - Cycle Parking, PCO

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 50 51 55 56 57 59

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

<p>Central Government Guidance</p>	<p>National Planning Policy Framework February 2019</p> <p>National Planning Policy Framework – Planning Practice Guidance from 3 March 2014 onwards</p> <p>Circular 11/95 (Annex A)</p>
<p>Previous Supplementary Planning Documents</p> <p>(These documents, prepared to support policies in the 2006 local plan are no longer SPDs, but are still material considerations.)</p>	<p>Sustainable Design and Construction (May 2007)</p>
<p>Material Considerations</p>	<p><u>City Wide Guidance</u></p> <p>Air Quality in Cambridge – Developers Guide (2008)</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Cambridge City Council Draft Air Quality Action Plan 2018-2023</p>

	<p>Cambridge City Council Waste and Recycling Guide: For Developers.</p> <p>Cambridge Walking and Cycling Strategy (2002)</p> <p>Cambridgeshire County Council Transport Assessment Guidelines (2017)</p> <p>Contaminated Land in Cambridge - Developers Guide (2009)</p>
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5.4 **Central Government Advice**

National Planning Policy Framework 2019
National Planning Practice Guidance

5.5 **Supplementary Planning Documents**

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

6.0 **CONSULTATIONS**

Cambridgeshire County Council (Highways Development Management)

6.1 Condition 13 (Visibility Splays): the visibility splays that can be provided within land controlled by the applicant are provided to the satisfaction of the Highway Authority.

6.2 16 (TMP): Having considered the site constraints and the information provided the proposal is considered a satisfactory solution to the issues associated with construction and the Highway Authority has no objection to the discharge of Condition 16 of this permission.

Environmental Health

6.3 Condition 20 - The submitted “dust suppression statement” provides adequate mitigation and best practice. No objection to a compliance condition referencing the submitted “dust suppression statement”.

- 6.4 No objection to the applicant's proposal to vary Condition 3 (Preliminary Contamination Assessment) to a compliance condition
- 6.5 No objection to the applicant's proposal to remove Condition 21 (Contaminated Land Assessment and Remediation Strategy) as it is an unnecessary duplication of Conditions 3 to 8 of permission 18/0581/FUL.

Urban Design team

- 6.6 "...there are no material urban design issues with the proposals."
- 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:

8A Seymour Street

- 7.2 The representations can be summarised as follows:

Removing the "cut-out" element on the first and second floor would block the light to two windows on the adjoining wall of No 8A and reduce the lights to first floor bedroom to an unacceptable level, making it uninhabitable.

Maintenance and cleaning of the outside of the window is impossible.

The limited degree to which the window can be opened because of the proximity of the side wall of No 8, at a distance of 10 centimetres reduces air ventilation. This could adversely affect health.

States that he was not notified of the application by the Council.

- 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

Proposed changes to approved scheme and residential amenity

Impact on amenity of neighbouring occupiers

- 8.1 The appearance of the building approved under permission 18/0581/FUL was simple but plain. The amended plans show the introduction of two storey bay window projections at either end of the building, one for each of the two approved dwellings. These bay window features provide greater interest to the appearance of the pair of semi-detached dwellings and are a welcome improvement to the originally approved plans.
- 8.2 The scheme also proposes the filling-in / deletion of a small cut out section in the side wall of the house which was shown on the plans approved in 2018. A cut out was shown offset from the middle of the house extending down from the roof to include the first floor level. The ground floor area was standard and did not show this cut out.
- 8.3 Whilst there are two high-level windows in the north west side elevation of No 8A Seymour Street facing the application site the windows are offset from the centre of No 8A. The cut out would have provided a void area at first floor level but would not have matched up with where the first floor high level window at No 8A is located. About a quarter of the window would have 'married up' with the cut out. The depth of the cut out was about 0.6 to 0.7 metres deep.
- 8.4 Even if the purpose of the cut out shaft was to allow a little more additional ambient light to penetrate down to the obscure glazed high level window the mis-alignment of the cut-out shaft in relation to the high level window would have meant that it would be unlikely that the cut out would have provided a significantly greater amount of light than this window now receives with the side wall of the new house already built.

- 8.5 The agent has provided details from the estate agent advertising the property this year which show the first floor middle room to be a bathroom. There is only one other bath / shower room provided for the house and that is the en-suite bathroom serving bedroom 1 which can only be accessed through that bedroom. There is a toilet at ground floor level but no bath / shower room.
- 8.6 Given that there would be no significant difference between levels of light reaching the obscure glazed high level window with or without the cut out shaft as shown on the previously approved scheme it is not considered that this slightly amended scheme would result in unacceptable harm to the amenity of the neighbouring property at No 8A Seymour Street.
- 8.7 The proposal is compliant in design terms with Cambridge Local Plan (2018) policies 55, 56 and 57 and adequately respects the residential amenity of its neighbours and the constraints of the site and it is compliant with Cambridge Local Plan (2006) policies 56 and 58.

DISCHARGE OF CONDITIONS

- 8.8 The application also proposes the variation of several of the conditions attached to the previous permission 18/0581/FUL.
- 8.9 Condition 2- (approved drawings – considered in the section above and the substitution of the approved plans with amended plans is found to be acceptable).
- 8.10 Regarding the other conditions 3, 9, 13, 16, 20 and 22 it is proposed to re-word the conditions to make them compliance conditions i.e. to accord with already submitted information rather than asking for the submission and approval of information.
- 8.11 The Highways Officer has stated that the information submitted for conditions 13 and 16 is satisfactory. The Environmental Health Officer has also stated that they are happy for conditions 3 and 20 to be changed into compliance conditions and for condition 21 to be removed.
- 8.12 Regarding the materials condition, No 9, the submitted materials schedule indicates the use of satisfactory materials in

all respects and this condition can be worded to become a compliance condition.

- 8.13 There is also no objection to condition 22 regarding cycle storage being changed into a compliance condition.

Other Matters

- 8.14 Third party comments have raised concern regarding the LPA notification process with the current owner of 8A stating that he was not notified of the application by the Council.

- 8.15 The application was submitted in 2018 and No 8A along with other neighbouring properties was notified of the application in October 2018.

- 8.16 The current owner bought the house in May 2019, almost a year after this application was received and made valid. As the Council sent out a letter of notification to No 8A when the application was made valid it carried out its duty with regard to publicity.

- 8.17 Any change to the use of the bathroom would have happened after May 2019. An Officer site visit to No 8A has taken place. The first floor middle room with the high level window is shrouded in darkness and the room does not have the appearance of a bathroom. The present owner of No 8A states that the room is a bedroom.

- 8.18 The room however appears too small to serve this purpose and would create a situation where the house has 5 bedrooms but only one shower/bath room which is an en-suite facility that can only be accessed through one of the bedrooms.

Third Party Representations

- 8.19 The neighbor at No 8A has objected to the proposal on the grounds that removing the "cut-out" element would block the light to two windows on the adjoining wall of No 8A making a first floor bedroom uninhabitable.

Case officer response: The cut -out shown on the previously approved scheme in the main part would not have matched up with the high level window. Only a small part of the shaft would

have allowed any light down to the first floor high level window and it is not considered that this would have made a significant difference to the existing situation.

Maintenance and cleaning of the outside of the window is impossible.

Case officer response: Maintenance and cleaning of the outside of the window this is not a planning matter.

Proposal will cause ventilation problems and affect health of occupants of No 8A as window can barely be opened.

Case officer response: The deletion of the cut out would make no difference to the ability to open the high level windows as it would have only crossed about a quarter of the window and would not have allowed the first floor window to be opened more than it is now possible to do. Rooms are on occasion approved in housing schemes that do not have windows or opening windows.

9.0 RECOMMENDATION

APPROVE subject to completion of the s106 Agreement and 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. The conditions of planning permission 18/0581/FUL (as set out below) shall continue to apply to this permission.

Where conditions pertaining to 18/0581/FUL have been discharged, the development of 18/1552/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. 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 2018 Policy 33.

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

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

5. 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).

6. 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).

7. The access shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway.

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

8. Two 2.0 x 2.0 metres visibility splays shall be provided as shown on the drawings. The splays are to be included within the curtilage of the new dwelling. One visibility splay is required on each side of the access, measured to either side of the access, with a set-back of two metres from the highway boundary along each side of the access. This area shall be kept clear of all planting, fencing, walls and the like exceeding 600mm high.

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

9. The redundant lengths of 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).

10. The access shall be provided as shown on the approved drawings and retained free of obstruction.

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

11. No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Planning Authority in consultation with the Highway Authority. The principle areas of concern that should be addressed are:
 - i. Movements and control of muck away lorries
 - ii. Contractor parking
 - iii. Movements and control of all deliveries
 - 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.

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

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

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

13. 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).

14. 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.

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

15. 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 the adjoining properties. (Cambridge Local Plan 2018 Policy 36).

16. Prior to first occupation, details of facilities for the covered, secured parking of bicycles for use in connection with the development hereby permitted shall be submitted to and approved by the local planning authority in writing. The approved facilities shall be provided in accordance with the approved details before use of the development commences.

Reason: To ensure appropriate provision for the secure storage of bicycles. (Cambridge Local Plan 2018 Policy 82).

17. The first floor and second floor windows on the west facing elevation shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent prior and shall be non-opening until 1.7m from the finished floor level prior to occupation of the hereby approved dwellings. The development shall be retained as such thereafter.

Reason: In the interests of residential amenity (Cambridge Local Plan 2018 Policy 57).

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: No part of any structure may overhang or encroach under or upon the public highway unless licensed by the Highway Authority and no gate / door / ground floor window shall open outwards over the public highway.

INFORMATIVE: Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, the cost of which must be borne by the applicant.

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

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

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

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

2 Guidance on the assessment of dust from demolition and construction

http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf

3 Control of dust and emissions during construction and demolition 'supplementary planning guidance

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Application Number	19/0992/FUL	Agenda Item	
Date Received	15th July 2019	Officer	Mary Collins
Target Date	9th September 2019		
Ward	East Chesterton		
Site	2 Green End Road		
Proposal	Conversion and minor external works to the existing 1 no. 4 bed dwelling to create 4no 1bedroom dwellings, including the insertion of 4 dormer windows and alterations to the window openings, cycle and bin store provision and associated works.		
Applicant	c/o Agent		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The proposed development would respect the character and appearance of the surrounding area. - The proposed development would not have any significant adverse impact on the amenity of surrounding occupiers. - The proposed development would provide accessible living accommodation and a good level of indoor and outdoor amenity for future occupiers.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site is situated on the north eastern side of Green End Road and is accessed off an existing private driveway which serves a number of residential properties of a similar age.

- 1.2 It is an existing two storey semi-detached residential property which is situated on the south eastern side. The existing property has a high eaves level with rooflights to the front and rear elevation and has a brick finish.
- 1.3 The application site is not within a Controlled Parking Zone.

2.0 THE PROPOSAL

- 2.1 Planning permission is sought for the conversion of the existing 1 no. 4 bed dwelling to create 4 no one bedroom dwellings, including the insertion of 4 dormer windows and alterations to the window openings, cycle and bin store provision and associated works.
- 2.2 The dormers would be to the rear facing elevation. Entrance doors would be formed in the north west elevation facing the access road and front and existing openings would be blocked up. The façade would be clad in a vertical cedar.
- 2.3 The existing rear garden would be subdivided into four plots and would have cycle parking in each garden.
- 2.4 To the front of the property on the opposite side of the access road, would be a bin storage area which would be tucked into a corner.
- 2.5 The application is accompanied by the following supporting information:

1. Design Statement
2. Drawings

3.0 SITE HISTORY

Reference	Description	Outcome
C/81/0805	Erection of 2 No. Dwelling houses	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 28 31 32 35 36 50 51 52 55 56 58 59 81 82

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

Central Government Guidance	National Planning Policy Framework 2019 National Planning Practice Guidance 2019 Circular 11/95 – The Use of Conditions in Planning Permissions (Annex A) Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration) Cambridge City Council (May 2007) – Sustainable Design and Construction Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001).
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	<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>Cycle Parking Guide for New Residential Developments (2010)</p>
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6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Control)

- 6.1 No significant adverse effect upon the Public Highway should result from this proposal, should it gain benefit of Planning Permission.

Sustainable Drainage Engineer

- 6.2 There are no flood risk or drainage issues associated with this application but to meet Cambridge City Council policy all external areas should be permeable paving and contrary to the planning statement the paving at the front is to be replaced. Recommend condition requiring prior to occupation, details of the permeable paving provision for the site.

Landscape

- 6.3 It is considered that the proposals are generally acceptable in landscape terms. Request Landscaping condition is attached. Would expect threshold treatments to the houses (frontage), treatments at the rear which complement the existing similar development adjacent, attractive bike and bin stores which are suitable at the frontage of a development and all cycle infrastructure and parking to comply with the Cycle Parking Guide (widths of access gates, pathways, stands, security, etc) to be submitted as part of the condition submission. Please note the requirements of the condition which include boundary treatments, materials, and ancillary structures (bike/bin stores etc).

Environmental Health

6.4 In the interests of amenity, recommend the standard construction hours condition.

6.5 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 Green End Road
- 6 Green End Road

7.2 The representations can be summarised as follows:

- Realise the intention of the developers is to encourage cycle use but not happy with the proposal to build sheds for cycles or bins on the drive.
- One objector is a registered disabled, elderly person and need access for all sizes of vehicle to be available at all times. No cars should be allowed to park outside no 2 (or indeed further up the drive) because this will block access completely.

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

Context of site, design and external spaces

8.1 The existing property is a two storey dwelling with living accommodation in the first floor roof space. Four units are proposed with each property extended at the rear to create half dormer windows to the rear which are set into the rear wall.

- 8.2 These external alterations are in proportion to the rear elevation of the existing building and are considered appropriate in their design and materials.
- 8.3 The changes to the material finish of the front façade and the insertion of four separate entrance doors is not considered to be detrimental to the appearance of the dwelling or the surrounding area.
- 8.4 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 55, 56 and 58.

Residential Amenity

Amenity for future occupiers of the site

- 8.5 Policy 50 relates to residential space standards and states that new residential units will be permitted where their gross internal floor areas meet or exceed the residential space standards set out in the Government's Technical housing standards – nationally described space standard (2015) or successor document.
- 8.6 The supporting text to Policy 50 states that *new homes created by residential conversions should seek to meet or exceed the standards as far as it is practicable to do so.*
- 8.7 The proposal is for a conversion of an existing dwelling and as a result of the existing internal divisions in the building which are to be retained, four separate units are proposed.
- 8.8 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 (m²)	Proposed size of unit	Difference in size
1	1	2	2	58	56	-2
2	1	2	2	58	52	-6
3	1	2	2	58	59	1
4	1	2	2	58	51	-7

- 8.9 However due to the use of these existing internal divisions, the GIA of the proposed units at 1, 2 and 4 would fall below the space standards. Each bedroom would meet the space standards for a double bedroom and each unit would be open plan providing kitchen and living accommodation at ground floor level.
- 8.10 In my opinion, the deficit of floor space would be to the ground floor, however I am of the opinion that this would not lead to an unacceptable level of amenity which would be detrimental to future occupiers.
- 8.11 In this instance, I am satisfied that the conversion of the existing dwelling to four units is acceptable in this regard.

Size of external amenity space

- 8.12 Policy 50 states that all residential units will be expected to have direct access to an area of private amenity space.
- 8.13 All units have direct access to private outdoor amenity space and each is a good sized rear garden with rear access from the public footpath. The private amenity space in my opinion is inclusive, usable, safe and provides enjoyable outdoor space.
- 8.14 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) policies 50 and 52.

Accessible homes

- 8.15 The development has been assessed for compliance with Policy 51 and complies with the requirements of Part M4 (2) of the Building Regulations. I have recommended a condition to secure this requirement.
- 8.16 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 58 and 59.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.17 The proposed conversion and extensions to the existing dwelling would not be detrimental to the amenities of surrounding residential properties.
- 8.18 I do not consider that there would be a detrimental loss of privacy through overlooking to residential properties to either side.
- 8.19 The proposed dormer windows to the rear elevation would face across the public footpath towards the rear garden of 10 Green End Road. Given the separation between the proposal and this garden of approximately 10 metres, I do not consider that this would lead to a detrimental loss of privacy through overlooking.
- 8.20 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 56 (58) and 35.

Highway Safety

- 8.21 The addition of entrance doors would not be detrimental to the use of the private access road.
- 8.22 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 80 and 81.

Car and Cycle Parking

- 8.23 The development would be car free and no parking spaces have been shown to the front of the property so I am satisfied there would not be parking on the shared driveway. Given the proposed dwellings are one bedroom, two person and for occupation by individuals or couples and not family homes and given the sustainable location of the development very close to a bus stop serving the city centre, that the proposal is acceptable in this respect. The application site is not within a controlled parking zone and there is on street parking available close by.
- 8.24 Cycle parking at one space per bedroom has been shown in the rear garden. This must be covered and secured and will be required by condition.

8.25 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 82.

Refuse Arrangements

8.26 The refuse arrangements are conveniently located to the front of the building and are acceptable.

8.27 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 56 and 57 in relation to refuse provision.

Landscape and drainage

8.28 The scheme seeks to convert and refurbish the existing building. The applicant has confirmed that they do not intend to change the paving at the front. The Landscape Officer has requested that there is a landscaping scheme to the front of the building. Given the wording of the landscaping condition, this would include details of permeable paving so the additional drainage condition in my opinion is not necessary.

9.0 Third Party Representations

9.1 With respect to the comments expressed regarding the neighbouring property at no. 8 Green End Road, this is in separate ownership to the proposed development.

9.2 With respect to the siting of the bin store on the shared drive, permission would be required from all other owners before this could be implemented and this would be a civil matter and not a planning matter.

10.0 CONCLUSION

10.1 In my opinion, the proposed development would be an acceptable subdivision of the existing dwelling and garden and would not have an adverse impact upon the area, the neighbouring properties or the future occupants of the development.

11.0 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. 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 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 (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (e.g. 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)

5. The cycle and refuse facilities approved in Condition 4 shall be provided in accordance with the approved details before the use of the development commences.

Reason: To ensure satisfactory provision for the secure storage of bicycles and refuse arrangements. (Cambridge Local Plan 2018 policies 82 and 56)

6. Notwithstanding the provisions of Schedule 2, Part 1, Class A 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) shall not be allowed 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. 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)

8. 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))

Application Number	18/1499/S73	Agenda Item	
Date Received	25th September 2018	Officer	Mairead O'Sullivan
Target Date	20th December 2018		
Ward	Petersfield		
Site	Jubilee House, 3 Hooper Street		
Proposal	Section 73 application to vary condition 2 (approved drawings) of permission 15/1194/FUL (Change of use from office (B1a) to form 2x 2 bed and 6x 1bed residential units (C3) along with 3 storey rear extensions, with roof terrace, and alterations.) to allow alterations to the approved balcony balustrading.		
Applicant	Mr Lee Maddox Jubilee House, 3 Hooper Street		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The amended balcony screens are considered to adequately protect the amenity of the nearby properties and gardens on Gwydir Street
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site is Jubilee House. It lies on the north western side of Hooper Street. This is a predominantly residential area characterised by two storey terraced housing. Jubilee House is a 4.5 storey detached brick building set back from the street with a metal railing to the front. The building was formerly in office use. Permission was granted to extend the building and convert to residential in 2015 under permission ref 15/1194/FUL.

1.2 The site lies within the Mill Road Conservation Area.

2.0 THE PROPOSAL

- 2.1 The application is made under section 73 of the Town and Country planning Act (1990) and seeks to amend condition 2 (drawings condition) of 15/1194/FUL to allow amendments to the balconies and balustrades. The balconies were approved as part of the original application but have not been built in accordance with the approved plans. The balconies as built are larger than those approved and do not have adequate screening to prevent overlooking of properties and gardens to the west.
- 2.2 The plans have been amended since submission. The amended proposal increases the amount of enclosure of the westernmost balcony with 1.7m obscure glazed screens. Also, the level of obscure glazing proposed to the screens has been increased to Pilkington Level 5.

3.0 SITE HISTORY

Reference	Description	Outcome
15/1194/FUL	Change of use from office (B1a) to form 2x 2 bed and 6x 1bed residential units (C3) along with 3 storey rear extensions, with roof terrace, and alterations	Permitted
14/1959/B1C3	Prior Approval notification of proposed change of use from B1(a) (offices) to Class C3 (dwellinghouses) to form nine studio flats	Withdrawn
14/1993/FUL	Construction of two cycle stores to serve the building	Withdrawn

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 Plan 2018	1 3 55 56 57 58 59 61

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

Central Government Guidance	National Planning Policy Framework 2019 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)
	Mill Road Area Conservation Area Appraisal (2011)

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

6.1 No comment.

Environmental Health

- 6.2 No objection: In the interest of amenity the standard construction hours condition is recommended.

Urban Design and Conservation Team

- 6.3 There are no material conservation issues with the proposal.
- 6.4 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:

- 6 - 7 Atherton Close (on behalf of the owner of 128 Gwydir Street)
- 126 Gwydir Street x 7
- 128 Gwydir Street x 3

- 7.2 The representations can be summarised as follows:

- Loss of privacy to 126 and 128 Gwydir Street
- Noise disturbance from use of balconies
- Balustrade to balconies should be higher and obscure glass
- Flats are being used for short-term lets
- What has been built is not in accordance with the approved plans
- Pilkington Level 3 obscurity is not considered adequate; level 5 is requested to mitigate against the larger size of the balconies
- The balcony lights cause disturbance; should be removed or put on a timer
- Windows on rear of top floor flats should have obscure glazing.
- Request that 1.7m obscure glazed balcony screen runs along the whole of the boundary of the western balcony as occupiers can look through the gap into gardens on Gwydir Street
- There have been difficulties renting out 126 Gwydir Street due to the sense of being overlooked from the balconies.

- 7.3 The owner of 126 Gwydir Street has provided photographs to support their objections.

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

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

8.2 The revised balcony arrangement and screens would appear similar to those originally approved. In design terms, the change is considered minor. The Conservation Team have confirmed that there are no material conservation issues.

8.3 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 58, 59 and 61.

Residential Amenity

Impact on amenity of neighbouring occupiers

8.4 The primary concern is the impact of the balconies on gardens on Gwydir Street to the west of the site. The balconies to the top floor apartments have not been constructed in accordance with the approved plans. The approved plans permitted a smaller rectangular footprint to the balconies with a 1.7m obscure glazed screen to the western elevation. The balconies which have been constructed include an additional element making them 'L-shaped'. The 1.7m obscure glazed screen is only on the element closest to the building. The remainder of the balcony screen is approx. 1.1m in height so is not high enough to prevent overlooking.

8.5 The plans as originally submitted did not accurately show the layout of the top floor flats and there were some discrepancies

between the plans. Following on from a site visit to a neighbouring property and the application site, revised plans were requested to include a greater level of screening to the balconies. The increased size of the balconies means it is possible to get much greater and more expansive views of the rear of the properties on Gwydir Street; in particular no's 126 and 128. The extent of the balcony screens proposed has been amended to wrap around the whole of the narrow new element of the balcony as well as partially around the end element of the balcony. The representation from 126 Gwydir Street requests that the 1.7m obscure glazed balcony screen wraps around the entirety of the westernmost top floor apartment. I do not consider this to be reasonable as the balconies granted under 15/1195/FUL only had the western element of the balcony with a 1.7m obscure glazed screen. The amended proposed balcony screen does extend partly around the end elevation, which under the 2015 permission has a lower clear screen, to mitigate against the impact of the larger size of the balcony. The narrowness of the gap left unenclosed by a 1.7m obscure glazed screen means that only very oblique views of the gardens on Gwydir Street will be possible.

- 8.6 The representations raise concerns about the existing level of obscurity of the balcony screens. Photos are provided which show that people sitting behind the existing screens are visible. The applicant is proposing to provide a higher level of obscure glazing; Pilkington Level 5 to all of the 1.7m high elements of the balcony screens. In my view the proposed extent of 1.7m high Pilkington level 5 Obscure glazed screens to the westernmost balcony will prevent overlooking of the adjacent properties and gardens on Gwydir Street; with only very oblique views being possible from the small lower element of balcony screen to this balcony. I recommend a condition requiring the new balcony screen arrangement to be installed before the balcony is next used to ensure the works are carried out in a timely manner.
- 8.7 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.

Third Party Representations

8.8 I will cover any points raised by the third party representations which have not been covered within the body of my report on the below table.

Representation	Response
Loss of privacy to 126 and 128 Gwydir Street	See paragraph 8.5
Noise disturbance from use of balconies	I do not consider the increase balcony size gives rise to a significant adverse impact on adjoining occupiers from noise and disturbance
Balustrade to balconies should be higher and obscure glass	See paragraph 8.5
Flats are being used for short-term lets	Noted. This is subject to an ongoing planning enforcement negotiation.
What has been built is not in accordance with the approved plans	Noted. The application seeks to regularise the works as part of this application
Pilkington Level 3 obscurity is not considered adequate; level 5 is requested to mitigate against the larger size of the balconies	The applicant has agreed to provide Pilkington Level 5 obscure glazing.
The balcony lights cause disturbance; should be removed or put on a timer	The balcony light has been removed.
Windows on rear of top floor flats should have obscure glazing.	This is not considered reasonable. The increase height, extent and level of obscurity to the balcony screens is considered adequate,
Request that 1.7m obscure glazed balcony screen runs along the whole of the boundary of the western balcony as occupiers can look through the gap into gardens on Gwydir Street	See paragraph 8.5.
There have been difficulties renting out 126 Gwydir Street due to the sense of being overlooked	Noted. Although this is not a material planning consideration.

from the balconies.	
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9.0 CONCLUSION

- 9.1 The amendment to include a 1.7m Pilkington level 5 obscure glazed screen around the majority of the westernmost top floor balcony is considered to protect the privacy of the neighbouring properties on Gwydir Street. A condition requiring the changes to be implemented before the next use of the balcony 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 3-5 & 7 of planning permission 15/1194/FUL (as set out below) shall continue to apply to this permission. Where such conditions pertaining to 15/1194/FUL have been discharged, the development of 18/1499/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. 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))

4. 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)

5. Prior to the commencement of development, full details of the on-site storage facilities for waste including waste for recycling shall be submitted to and approved in writing by the local planning authority. Such details shall identify the specific positions of where wheeled bins will be stationed and shall include a management plan for refuse collection and the specific arrangements to enable collection from within 10m of the kerbside of the adopted highway/ refuse collection vehicle access point. The approved facilities shall be provided prior to the commencement of the use hereby permitted and shall be retained for their intended use thereafter unless alternative arrangements are agreed in writing by the local planning authority.

Reason: To protect the amenities of nearby residents/occupiers and in the interests of visual amenity. Cambridge Local Plan 2018 policies 35 and 56.

6. The windows on the west elevation at first and second floor level shall be obscure glazed to a height of 1.7 metres above finished floor level and to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent prior to commencement of the extension. The windows 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 2018 policies 55 and 58).

7. No further use of the balconies shall take place until the 1.7m high Pilkington Level 5 obscure glazed balustrades, as shown in drawing no 106.305.C2, has been installed in accordance with the approved details. The balcony screens shall be retained in accordance with the approved details in perpetuity.

Reason: In the interests of residential amenity (Cambridge Local Plan 2018 policies 55, 56 and 58).

8. Following implementation of any Permission issued by the Planning Authority in regard to this proposal the residents of the new dwelling will not qualify for Residents' Permits (other than visitor permits) within the existing Residents' Parking Schemes operating on surrounding streets.

INFORMATIVE: In submitting details for discharge of condition 5, the Council expect the needs of the occupants of Celtic House to be considered in the context of the proposed Management Plan for refuse collection.

INFORMATIVE: The applicant is encouraged to ensure all future tenants/occupiers of the flats are aware of the existing local car club service and location of the nearest space.

Application Number	19/0859/FUL	Agenda Item	
Date Received	8th July 2019	Officer	Andy White
Target Date	2nd September 2019		
Ward	Trumpington		
Site	33 Porson Road		
Proposal	Erection of new 2 storey dwelling, incorporating rear roof terraces, following demolition of existing property.		
Applicant	Ms Tan 1, Falcon Road, Trumpington		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The proposed design and scale of the development would be in keeping with the context of the site and character of the area. - The proposed dwelling would not have any adverse impact on the residential amenity of the adjacent neighbours in terms of overlooking or loss of light/shadowing of habitable room windows.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 No.33 Porson Road is a detached two-storey dwelling on the north side of Porson Road. The area is residential in character containing large detached two-storey dwellings in spacious grounds. The property has front and rear gardens. The property is finished in red brickwork under a tiled roof.

1.2 The site is not within a conservation area or the Controlled Parking Zone.

2.0 THE PROPOSAL

2.1 The proposal would involve the demolition of the existing detached dwelling and its replacement with a new detached dwelling. The application originally proposed a new dwelling with roof terraces in the rear elevation. However, in the course of the consideration of the application the applicant has removed the roof terraces and included Juliet balconies at first floor level of the rear elevation.

2.2 The new dwelling would be sited roughly on the footprint of the existing dwelling but would have a gap to the west side boundary (with No.31) of 0.85m and 0.8m to the east side boundary (shared with No.35). The dimensions of the proposed dwelling would be: 16.6m width; 17m maximum depth; 9m maximum roof height; with eaves height of 5.8m.

2.3 Materials are specified as a combination of Cambridge buff brick for facing brickwork notably on the front and rear gables, natural limestone blocks for contrast on part of the ground floor element of the gable, chimney of natural stone, with clay roof tiles, with zinc window and door frames.

2.4 Parking would be provided in an integral garage and the space to the front of the timber garage door.

2.5 The application is accompanied by the following supporting information:

1. Design and Access Statement
2. Plans

3.0 SITE HISTORY

Reference	Description	Outcome
09/0625/FUL	First floor extension and front porch to existing dwellinghouse.	Approved 07.09.2009

4.0 PUBLICITY

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, 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	National Planning Policy Framework 2019 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 Management Supplementary (February 2012)	(RECAP): Design Planning	Waste Guide Document
Material Considerations	<u>City Wide Guidance</u> Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010) Strategic Flood Risk Assessment (2005) Cambridge and Milton Surface Water Management Plan (2011) Cycle Parking Guide for New Residential Developments (2010)		

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Control)

6.1 No significant adverse impact from proposal.

Landscape Architect

6.2 Cycle storage is required for minimum of 4 cycles and the existing frontage landscape does not appear to have been drawn correctly

Sustainable Drainage Engineer

6.3 Development is acceptable subject to appropriate conditions relating to surface water drainage.

Tree Officer

6.4 No objection.

Environmental Health

6.5 Development is acceptable subject to relevant conditions relating to construction hours, collection during construction, piling and dust.

6.6 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 proposal:

Porson Road	Nos. 22, 28, 29, 30, 31, 32, 35, 37, 38
Barrow Road	Nos. 3, 11, 12, 21, 24
Norfolk Street	No. 24

- The original 1950s house has already been considerably extended.
- The new property will go well beyond the current footprint, making it even larger and more out of proportion in relation to No.35 Porson Road .
- No.35 Porson Road will be affected by the narrowing of the gap between our properties and by the height of the gable wing on our side.
- The gable wing will overshadow No.35 Porson Road and remove more direct sunlight from its conservatory/dining-room
- Chimney is very tall will and will be quite unsightly when viewed from our conservatory/dining-room and when viewed from the street.
- the rear of the property will extend considerably deeper into the garden and beyond line of neighbouring dwellings. It is out of proportion and will increase overshadowing.
- People on the 1st and 2nd floors will be able to overlook gardens at Nos.31 and 35 Porson Road more easily than at present.

- overlooking from the proposed roof terraces would be an invasion of privacy.
- potential problem of noise if people play radios or instruments on the roof terraces or in the adjoining room when the doorway to the roof terrace is open.
- Privacy and intrusion are the main concerns here. Given the proximity of the houses in the area the new building would be better served with flat roofs instead of terraces and modest bedroom windows to the rear.
- The use of tinted glass at the rear would mean that our neighbours will be able to overlook No.31 Porson Road and other neighbours without them knowing - which is quite disturbing.
- The roof terraces would enjoy a direct line of sight into, an east-facing bedroom window at No.29 Porson Road. The bedroom in question has only one window, hence all privacy in that bedroom would, unacceptably, be lost.
- The roof-height of the new house should be no higher than the current house
- The gap between the new house and the edge of the property, particularly above ground-floor level, should be no smaller than that existing in order to stop creating the impression of a "terraced" road.
- the height of the house currently envisaged by the applicants would tower over nearby houses and would be out of character with other houses in Porson Road and the adjacent roads.
- The darkened glass to the front, whilst less problematic for privacy, would lend a somewhat sinister aspect to the front of the house. This would be out of keeping with the generality of houses in the road.
- The plot sizes on Porson Road are quite large and allow good sized houses without overbuilding. The somewhat towering nature of the chimney would be quite an unnecessarily dominating feature.

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

8.0 ASSESSMENT

Principle of Development

- 8.1 The proposal is for a replacement residential dwelling within a primarily residential area. As such the proposal accords with Policy 3 of the Cambridge Local Plan.

Context of site, design and external spaces

- 8.2 The proposal is for a two-storey dwelling with residential accommodation within the roof space. The design incorporates front and rear facing gables which reflect a design feature from the existing dwelling. Porson Road does not have a standard material palette and consequently the use of modern and traditional materials with this proposal is not considered to be out of keeping with the eclectic design of properties in the vicinity. The table below indicates the differences in the dimensions of the existing and proposed dwelling. It is to be noted that in the replacement dwelling the ridge height of the gables is the highest part of the roof and that the roof that links the two gables is at a height of 8m.

Comparison Table of existing and proposed property dimensions

	Existing House	Proposed House
Ground floor depth	11.4m (w) & 15.2m (e)	14.5m. & 17m
1st floor depth	11.4m (w) & 15.2m (e)	12m (w) & 14.6m (e)
Width	15.9m	16.6m
Roof Height	8.2m	9m
Eaves Height	5.4m	5.8m

- 8.3 As can be seen from the table the proposed house at first floor level is of a lesser depth on the eastern side and of 0.6m greater depth on the western part with an increased maximum roof height. The implications of this are discussed in the paragraphs in relation to amenity. It is to be noted that a number of objectors raised concern about overlooking from the roof terraces and the dominant height of the chimney. The amendments to the scheme have removed both the roof terrace and reduced the chimney height to about ridge level

8.4 Having regard to the context of the site and design in my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 59.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.5 The relationship of the proposed dwelling with No.31 to the west is considered to be very little different to the existing situation. The use of a gable front on the west side of the proposed dwelling results in the highest part of the roof being further from No.31 than is currently the case with the gable end at the side. The 400mm difference in eaves height is not considered to have a material impact on the occupiers of that dwelling. The 600mm difference in 1st floor depth is split evenly between the front and rear of the dwelling when compared to the existing dwelling and consequently there is no likelihood of any significant harm to amenity of the No.31 through loss of light or shadowing.
- 8.6 There is considered to be no significant loss of amenity to the occupiers of No.35. It can be seen from the table in paragraph 8.2 that the first floor depth on the east side is less than the depth of the existing dwelling and although the ridge of the gable is higher than the roof height of the existing dwelling, the ridge will be 4m from the boundary with No.35 and the side elevation of No.35 is set in from the shared boundary. The ground floor depth of the east side of the property would not be deeper than the ground floor depth of the single-storey extension to No.35.
- 8.7 It is noted that the occupier of No.29 has raised concerns over the impact on a side facing first floor bedroom window at No.29 from the proposed dwelling. I do not find that this can be a significant detriment to amenity given that there is a distance of about 20m between the properties and I have concluded that the proposed dwelling would not be significantly harmful to its immediate neighbour.
- 8.8 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 56, 57 and 35.

Amenity of future occupiers

- 8.9 The gross internal floor space measurements for units in this application are shown in the table below:

Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (sq m)	Proposed size of unit	Difference in size
5	10	2.5	134	167	+33

All bedrooms are in excess of the standards identified in Policy 50.

Size of external amenity space:

- 8.10 As the garden area at the rear remains unchanged the proposal is considered to provide an adequate level of residential amenity for future occupiers and I consider that it is compliant with Cambridge Local Plan (2018) policies 50, 51 and 56.

Highway Safety

- 8.11 The application is for a replacement dwelling. The Highways Authority has raised no concern regarding access or highway safety.
- 8.12 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 80 and 81.

Car and Cycle Parking

- 8.13 The property will have parking for at least three vehicles. This is no different to the existing situation. The property has capacity to accommodate cycle parking to the front of the dwelling and this can be achieved via a suitable condition.
- 8.14 In my opinion if the cycle parking condition is attached to any planning permission the proposal will be compliant with Cambridge Local Plan (2018) policy 82.

Third Party Representations

- 8.15 It is considered that the concerns raised by those representations objecting to the proposal have been addressed in the assessment above or through amendments to the proposal put forward by the applicant in which roof terraces were removed and the chimney height was reduced.

9.0 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. 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 30year event and no internal property flooding for a 1 in 100year 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)

4. Unless otherwise agreed in writing by the Local Planning Authority, the development, hereby permitted, shall be constructed in accordance with the materials specified within Drawing 1901-TGO-ZZ-02-DR-A-012 dated 14.6.19

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))

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. 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)

7. 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)

8. 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.

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

Reason: To ensure satisfactory provision for the secure storage of bicycles. (Cambridge Local Plan 2018 policy 82)

10. Prior to the occupation of the development, hereby permitted, the first floor windows in the east and west side elevations 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).

11. Notwithstanding the approved plans, the dwellings hereby approved shall be constructed to meet the requirements of Part M4(2) 'accessible and adaptable dwellings' of the Building Regulations 2010 (as amended)

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

12. 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).

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

Application Number	19/0896/OUT	Agenda Item	
Date Received	26th June 2019	Officer	Andy White
Target Date	21st August 2019		
Ward	Trumpington		
Site	Achray Gazeley Road		
Proposal	Erection of 2 dwellings with revised car parking layout for existing dwelling.		
Applicant	Alex R Moffatt c/o Agent		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The principle of residential development is acceptable in this area.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site lies on land to the rear of the property known as 'Achray' on Gazeley Road. The land is currently in use as part of the garden which serves Achray. The site is surrounded by residential development. Achray has vehicular access from Gazeley Road which is a private unadopted road.

- 1.2 This is a predominantly residential area. A number of properties have subdivided their garden land to create detached dwellings. Fairfield and The Lees to the west of the application site are bungalows built on land that was previously attached to Mackery End and Little Kerstrand. These backland properties are subservient to their host dwellings.

- 1.3 The site does not fall within a Conservation Area.

2.0 THE PROPOSAL

2.1 The application seeks outline permission for the construction of 2 dwellings and a revised parking layout for Achray. All matters are reserved and therefore this application only considers the principle of development.

2.2 The red-line that identifies the land that is the subject of the application, runs to Gazeley Road. The majority of the 0.17 Ha of land enclosed by the red-line is to the south of land retained as part of the garden of Achray.

2.3 The application is accompanied by:

Planning Statement
Tree Survey
Arboricultural Report
Tree Plan

3.0 SITE HISTORY

3.1 There is no recent site history but the following historic applications are of relevance.

Application	Description	Outcome
C/04/0763	Erection of 2 detached bungalows and garages.	Withdrawn 01.09.2004
C/93/0566	Outline application for one bungalow and garage (renewal of c/0608/90).	Approved 30.09.1993
C/90/0608	Outline application for erection of detached Single storey dwelling and garage.	Approved 05.09.1990
C/89/0109	Residential development (outline application for The erection of one detached bungalow).	Refused 17.07.1989
C/88/0995	Erection of 2 no. Bungalows (outline	Refused 02.11.1988

	application).	
C/87/0746	Outline application for the erection of a detached bungalow and garage (amended by letter and drawings dated 26/04/89).	Approved 18.09.1987
C/88/0133 The Lees	<i>Outline Planning Application for the Erection of a Bungalow.</i>	<i>Approved 20.04.1988</i>

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, 35, 36 50, 51, 52 55, 56, 57, 59, 70, 71 81, 82

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

Central Government Guidance	National Planning Policy Framework 2019 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)
Material Considerations	<u>City Wide Guidance</u> Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010) Strategic Flood Risk Assessment (2005) Cambridge and Milton Surface Water Management Plan (2011) Cycle Parking Guide for New Residential Developments (2010)

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 The Highway Authority does not consider that this application will have any significant adverse impact upon the operation of the highway network

Environmental Health

- 6.2 Four conditions are recommended regarding construction hours, hours of collections, piling and electric charging points for each parking space. An informative regarding dust is requested.

Drainage

- 6.3 The proposals have not indicated a surface water drainage strategy however, as this is a minor development and there are no surface water flood risk issues, it would be acceptable to obtain this information by way of a condition.

Landscape Architect

- 6.4 The principle of development within the rear garden area of Achray on Gazeley Road is acceptable in landscape terms. Sensitive consideration towards the existing trees must be used as retention of large trees of quality could constrain development.

Trees and Nature Conservation

- 6.5 No comments had been received at the time of drafting report. Comments have been requested and an update will be provided at Committee
- 6.6 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:

Name of Road	Address
Gazeley Road	The Lees, Menai, Little Kersland, Fairfield, Merrion Gate, and Mackery End
Wingate Way	Nos 31, 33 and 35
Clay Farm Drive	Nos 56,58, 60, 64 and 70

7.2 The representations can be summarised as follows:

- Achray's garden will be surrounded by an extension to Gazeley Lane
- Two new dwellings represents overdevelopment;
- Residents are likely to use cars as the proposed houses will not be linked to surrounding roads or cycle paths;
- There must be no effect whatsoever on existing mature trees as this will adversely impact the biodiversity of the area;
- Houses will spoil existing garden with possible additional run-off from Achray's garden;
- Pattern of development that would best fit the plot and neighbours is one bungalow set well away from neighbours;
- Concerned that first floor windows from 2-storey dwellings would overlook gardens and amenity space leading to loss of privacy as the hedge between site and neighbour is deciduous;
- Dwellings would be out of keeping;
- Increased volume of traffic leading to noise, safety and access issues. There is risk to old and young through the inadequately lit roads having additional traffic.
- Additional comings and goings from new dwellings and the shed/cycle shed will have an unacceptable impact on residential amenity;
- If trees are removed there will be additional overlooking;
- New dwellings will be surrounded by built development and therefore have unacceptable sense of enclosure and lack of privacy;
- Request that construction hours are conditioned.
- Assured when purchased house that there would be no additional houses built;
- The very attractive view of Achray and its garden from surrounding properties would be changed
- Concerned about congestion of lane during construction and after occupation

7.3 Hewitsons Solicitors also objected on behalf of the owner of 35 Wingate Road raising the identical issues that the household raised in its 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

Principle of Development – context of two dwellings having regard to surrounding land uses.

- 8.1 The proposal includes subdivision of the plot and the construction of two additional dwellings on garden land to the rear of Achray. As the application is outline with all matters reserved any illustrative drawings submitted with the application will not be assessed in this report. However, it is noted that the illustrative drawings indicated 2-storey dwellings with basements. The only issue to consider at this stage is whether the principle of residential development is acceptable. Given that the site is surrounded by residential development and there is capacity within the 0.17 Ha site to accommodate dwellings that would occupy plots that would not be significantly different in size to those adjoining the site to the north, west and south it is considered that the principle of developing the site with two dwellings is acceptable in principle.
- 8.2 Policy 52 is relevant to the consideration of proposals on garden land and identifies that planning permission will only be granted where a) the form/height/layout respects the surrounding character, b) there is sufficient space retained to the existing dwelling and any healthy 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 is achieved and, e) the proposal does not compromise development of the wider area.
- 8.3 Given the fact that this is an outline application with all matters reserved the issue of principle discussed in paragraph 8.1 is the main consideration at this stage. However, from the site visit it is possible to conclude that development can be constructed that would meet the criteria in Policy 52 but it will only be possible to conclusively confirm conformity with this Policy at Reserved Matters stage. None of the statutory consultees raised any matters that indicated that the issues identified in Policy 52 could not be addressed.
- 8.4 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 52.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.5 Many of the neighbours have raised concerns regarding loss of amenity, and in particular privacy and Hewitsons has raised matters of detail in relation to the impact of dwelling design on the surrounding properties. Having regard to the siting shown on the illustrative plans it is clear that there is sufficient separation distance achievable to ensure that loss of privacy through overlooking would not be an insurmountable issue. For example the separation distance between the rear elevations of the closest properties in Wingate Way and the boundary of the site is in excess of 50 metres, whilst the rear elevation of No.68 Clay Farm Drive is 18 metres from the site boundary. There is a mature hedge on the boundary between Fairfield and the site. Whilst there are no details with this application, I am satisfied that it is possible to come forward with proposals on this site that will respect the amenities of the neighbouring dwellings. It is also clear that a design can come forward that includes garden depths that would be in keeping with neighbouring dwellings.
- 8.6 Only at reserved matters stage will it be possible to consider this matter in appropriate detail. In considering any reserved matters submission the LPA has the right to refuse schemes that are significantly harmful to the amenity of any neighbouring property as this would be contrary to Local Plan policies. In this respect the conditions suggested by Hewitson's such as: removing Permitted Development Rights; restricting the size and location of windows; and requiring the dwellings to be single storey, would not be appropriate at this stage as there is clear guidance in the Local Plan and the NPPF that the applicant or a developer would need to address this as part of the detail in any Reserved Matters submission.
- 8.7 Concerns have been raised regarding increased noise pollution arising from the increased use of the access road and use of the garden. I consider that the use of the land and access by two additional dwellings would not give rise to an unacceptable level of noise and disturbance to neighbouring residents.

- 8.8 One objection raised the issue of loss of the very attractive view of Achray and its garden, however, the loss of a view is not a material planning consideration.

Amenity for future occupiers of the site

- 8.9 Again, it is my view that a scheme that provides amenity space and privacy for the new occupiers in accordance with policy can be achieved on the site.

Drainage and Flood Risk

- 8.10 The Drainage Officer has reviewed the submission has raised no objections in principle subject to requiring the submission of drainage details by condition. The applicant will have the opportunity to consider providing these with any Reserved Matters submission
- 8.11 In my opinion, subject to an appropriate SuDS condition, the proposal is compliant with Cambridge Local Plan (2018) policies 31 and 32.

Inclusive access

- 8.12 It is presumed that the access will be direct from Gazeley Road and that the site is capable of providing level access for future residents. I have recommended a condition requiring the design of the proposed dwellings to be compliant with Building Regulation M4(2)
- 8.13 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 51.

Refuse Arrangements

- 8.14 When detailed proposals come forward an assessment of the refuse arrangement will be made. There is no reason to consider that this matter cannot be resolved at Reserved Matters stage or by condition.
- 8.15 In my opinion a detailed proposal is capable of being compliant with Cambridge Local Plan (2018) policies 56 and 57.

Highway Safety

- 8.16 The Highway Authority considers that the proposal would not have any significant adverse impact on highway safety. I share this view.
- 8.17 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

- 8.18 Any future reserved matters submission will need to demonstrate compliance with the car and cycle parking policy and standards. In my opinion any scheme for the site can be designed to meet the car and cycle parking requirements.
- 8.19 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 52 and 82

Third Party Representations

- 8.20 I have addressed the issues raised within the third party representations in the body of the report as far as it is possible to do so with an outline application with all matters reserved.

9.0 CONCLUSION

- 9.1 The site is capable of accommodating two dwellings which are capable of being of a form and design that would be in keeping with the pattern of residential development in the vicinity of the site

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

1. Application(s) for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: In accordance with the requirements of Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. Prior to the commencement of any development, details of the appearance, means of access, landscaping, layout and scale, (hereinafter called the 'reserved matters') shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out as approved.

Reason: This is an Outline permission only and these matters have been reserved for the subsequent approval of the Local Planning Authority.

3. 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 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, details of all SuDS features;
- 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) 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 drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG

The details submitted shall also include proposals 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 buildings 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 that the proposed development can be adequately drained, to ensure that there is no increased flood risk on or off site resulting from the proposed development and to ensure the satisfactory maintenance of drainage systems that are not publically adopted, in accordance with the requirements of Policies 31 and 32 of the Cambridge Local Plan and in accordance with the requirements of the National Planning Policy Framework.

4. Prior to the installation of any electrical services, an electric vehicle charge point scheme demonstrating that at least one operational active electric vehicle charge point will be installed to each allocated parking space for each of the proposed residential units, shall be submitted to and approved in writing by the Local Planning Authority.

The active electric vehicle charge point scheme as approved shall be fully installed prior to first occupation and maintained and retained thereafter.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with the National Planning Policy Framework (NPPF, 2019) paragraphs 105, 110, 170 and 181, Policy 36 - Air Quality, Odour and Dust of the Cambridge Local Plan (2018) and Cambridge City Council's adopted Air Quality Action Plan (2018).

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. 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)

7. 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)

8. Prior to any equipment, machinery or materials being brought onto the site for the purpose of development, including demolition, details of the specification and position of fencing, or any other measures to be taken for the protection of any trees from damage during the course of development, shall be submitted to, and approved in writing by, the Local Planning Authority. The approved details shall be implemented prior to development commencing 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 protect the visual amenity of the area and to ensure the retention of the trees on the site. (Cambridge Local Plan 2018 policies 55, 57, 59 and 71)

9. Prior to the commencement of the development hereby approved a revised car parking scheme for the existing dwelling 'Achray' shall be submitted to the Local Planning Authority and agreed in writing which will identify the number of cars to be parked and the means by which vehicles will be able to enter and leave the drive of Achray in forward gear. The revised parking and manoeuvring scheme shall be implemented within 28 days of the commencement of the planning permission hereby granted.

Reason In the interests of the providing appropriate parking arrangements for the occupiers of Achray in accordance with Policy 82 of the Cambridge Local Plan (2018)

10. The dwellings hereby approved shall be constructed to meet the requirements of Part M4(2) 'accessible and adaptable dwellings' of the Building Regulations 2010 (as amended)

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

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

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Application Number	19/1048/FUL	Agenda Item	
Date Received	29th July 2019	Officer	Alice Young
Target Date	23rd September 2019		
Ward	Abbey		
Site	Land to the North of Christ The Redeemer Church Newmarket Road		
Proposal	Change of use of land for the siting of 5 temporary homes to provide accommodation for homeless people together with 1 temporary home for a warden/key worker.		
Applicant	c/o Agent		

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 considered to provide a good quality living environment and would accommodate for the needs of the intended occupants
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 Christ the Redeemer is located on the southern side of Newmarket Road, south of Cambridge Technopark. The application site is on land to the north of the Christ the Redeemer Church, adjacent to Newmarket Road. The site is part of an allocated site (R6) in the Cambridge Local Plan 2018 but this site has not formally come forward for housing yet.

2.0 THE PROPOSAL

2.1 The proposal seeks planning permission for six modular houses, occupied by five homeless people and one keyworker, for a temporary period of 3 years. The proposed modular homes would be sited diagonally adjacent to Newmarket Road, facing north-west, 5 metres from the eastern boundary. Directly west of the proposed homes would be a communal garden area where residents would have access to vegetable plots, flower beds and a tool shed. This would be adjacent to the existing access to the site. The proposed units would have a total internal space of 25 m² and on site there are provisions for bins (2 x 1,100l) and bikes (12 cycle spaces) for the associated homes.

2.2 The application is accompanied by the following supporting information:

1. Supporting statement and planning statement
2. Drawings

3.0 SITE HISTORY

Reference	Description	Outcome
C/89/1104	Erection of parsonage house (submission of reserved matters) (amended by letter dated 01/02/90 and accompanying drawings).	Approved with conditions
C/89/0268	Erection of parsonage house and appurtenant works (outline application).	Approved with conditions
C/86/0360	Erection of single storey extension to existing church.	Approved with conditions

4.0 PUBLICITY

4.1 Advertisement:	No
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 Plan 2018	1, 3 28, 31, 32 47, 50, 51, 55, 56, 57, 59 71, 81, 82

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

Central Government Guidance	National Planning Policy Framework 2019 Planning Practice Guidance 2014 Circular 11/95 – The Use of Conditions in Planning Permissions (Annex A) Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)
Supplementary Planning Guidance	Sustainable Design and Construction (May 2007) Cambridge City Council (May 2007) – Sustainable Design and Construction Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Cambridgeshire Design Guide For Streets

	and Public Realm (2007) Cycle Parking Guide for New Residential Developments (2010)
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6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Control)

- 6.1 The Highway Authority has no objection to the proposal provided that the following conditions are attached to any permission:
- Traffic management plan condition
 - Materials removal hours
 - Servicing plan

Drainage

- 6.2 The proposed is acceptable subject to the addition of the following conditions:
- Surface water drainage
 - Foul drainage

Disability Consultative Panel

- 6.3 The Panel are supportive of this scheme although were disappointed that the units did not have level access. Also, it was felt the opening of the bathroom doors could be re-designed for the benefit of vulnerable residents who may potentially need assistance. It was not clear from the plans if some form of layby would be provided for emergency response vehicles.

Environmental Health

- 6.4 It is not possible to comment on the proposed development and the additional information set out below will be required in order to provide comments.
- Further details on the materials in particular the fire rating class of the cladding in the context of allowable distance between units (Section 2)

- Discussion is needed with Environmental Health to consider whether the scheme is in accordance with standards for caravan sites.

Environmental Health – Residential Team

- 6.5 The level of fire-resistant construction, means of escape provision and fire detection and alarm provision is superior to the standards prescribed in the model standards for caravan sites. The model standards would be the basis for any conditions that would be enforced through the licensing regime. These units are clearly meant to be permanent dwellings and are only classed as mobile through the method of their design. Using this logic, pre-fabricated houses would also be classed as mobile homes, when clearly that is not how they are used. Therefore, my view is that these dwellings would not require caravan site licensing as it would not be appropriate considering the high build quality and intended use of the dwellings.

Enabling Housing

- 6.6 The development proposed is acceptable. There are no implications for traditional affordable housing.

Housing Advice Service

- 6.7 The 'home first' project fits well with the council's Homelessness and Rough Sleeper Strategy and complements its own Housing First initiative whilst retaining its own distinct identity. The service recommends that the council hold an initial stake in the allocation of homes, working with Jimmy's and other key partners. The council would in turn ensure that residents were able to access support to move on into longer-term accommodation (in line with its lettings policy) thus improving the contribution of the scheme to council aims.
- 6.8 The service strongly welcomes the inclusion of a support worker to perform day-to-day oversight and caretaking duties for the scheme. The service would recommend that any further sites adopted a similar approach, which is in line with one of the council's current Housing First strands.
- 6.9 The service supports a scheme of this size. The service has no desire to see larger, disaggregated 'hostel-type' developments

approved in the city, but welcomes an approach based upon providing supported housing for small clusters of formally homeless people.

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 in support of the application:

- 115 Peverel Road

7.2 The representations can be summarised as follows:

- Supports the idea and good use of land for temporary housing to help homeless people.
- My only concern is of possible drug use and needles possibly being discarded so close to the day nursery.

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

Background

8.1 The Housing First Strategy adopted by the City Council prioritises providing stable accommodation to those in need and thereafter providing intensive support to break the cycle of homelessness. The approach is twofold providing a stable, secure and self-contained home to then provide intensive individual and personalised support to address the individual's key challenges. This approach has been proven to break the cycle of homelessness in turn decreasing long term homelessness. The council allocate tenants using a specific criterion which is set out below:

- Currently in vulnerable accommodation
- Eligible for single persons' rate of housing benefit
- Willingness to accept support to maintain the tenancy
- Locally connected

- Over 18
 - Struggling in the cycle of homelessness by being a 'repeat visitor' of homelessness services
 - Difficulties fitting into supported housing pathways
- 8.2 Under the existing Council system, once occupants are ready to move on from the 'Housing First' units, they will have to bid through Home Link for a more permanent home. Due to the personal circumstances of the individuals occupying the proposed units, they would be classed as a 'Band A: Urgent need', so would have priority in finding a more permanent home.

Principle of Development

- 8.3 Policy 47 is applicable to the proposal as the proposed units would fall under specialist housing. Policy 47 states that planning permission will be granted for the development of specialist housing, subject to the development being:
- a) supported by evidence of the demonstrable need for this form of development within Cambridge;
 - b) suitable for the intended occupiers in relation to the quality and type of facilities, and the provision of support and/or care;
 - c) accessible to local shops and services, public transport and other sustainable modes of transport, and community facilities appropriate to the needs of the intended occupiers; and
 - d) in a location that avoids excessive concentration of such housing within any one street or small area
- 8.4 The supporting statement and planning statement details the statistics regarding the prevalence of homelessness in Cambridge and demonstrates that there is an acute need for housing catered specifically for homeless people's needs, especially units such as the proposed which provide individual support and guidance whilst maintaining some privacy and independence. The statement also emphasises that the proposal would align with the priorities of the Housing First Strategy adopted by the City Council. Given the proposal clearly demonstrates the need for this particular form of housing, the proposal would adhere to criterion a. Criterion b will be discussed under the subheading 'Amenity for future occupiers' in the amenity section of this report and criterion c will be assessed under 'Context of site, design and external spaces'. In relation to criterion d, the proposal would be the first of this type

of housing within the bounds of the city and only proposes six units, one of which would be for a warden. Therefore, the proposal would not result in an excessive concentration of such housing within the area, adhering to criterion d.

Context of site, design and external spaces

- 8.5 The application site is included within a larger site allocated for housing. As this is the case, the proposed units would be located on this site for a temporary period of 3 years and will be assessed on this proviso. The proposed modular homes have been designed to be relocated to a different site after the expiry of the temporary period.
- 8.6 Newmarket Road has a mixed frontage with industrial units to the north of the site, a block of flats to the west and several single storey detached buildings to the east. As a result, this section of Newmarket Road is considered to have a diverse character. It is my view that the proposed modern modular units would not sit uncomfortably within its context as it draws characteristics from the industrial units to the north (e.g. rectangular design with flat roofs) whilst incorporating a residential feel with individual entrances and carefully landscaped surroundings. As a result, it is officers' view that the proposal would not be out of character with the surrounding context. Similarly, officers' consider that the proposal would not appear visually intrusive within the street scene due to the set back from the Newmarket Road boundary, single storey nature and landscaped design.
- 8.7 Whilst the application site is located outside of the city centre, the site is within walking distance to multiple bus stops which provide easy access to the city centre as well as the wider area. Furthermore, the site is within a short 5-minute walk to a convenience store, barbers and other amenities located on Barnwell Road. The proposal also indicates provision of cycle storage facilities for the occupants of the units and it is my understanding cycles would be provided as part of the scheme. Altogether, it is considered that the proposal would be appropriately sited within the city to provide adequate access to services and transport links for the occupants of the proposed units.

- 8.8 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 47, 55, 56, 57, 59.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.9 By virtue of the surroundings, the application only has the potential of impacting the residential flats to the west of the site and the properties on Peverel Road to the south of the site. Given the over 30 metres separation distance between the proposed temporary units and the residential flats west of the site and the single storey nature of the proposal, it is considered that overbearing, overshadowing and overlooking impact to these flats would be minimal or none. Similarly, it is considered that Peverel Road properties would be unaffected by the proposed development in relation to overbearing, overshadowing and overlooking by virtue of the separation distance.
- 8.10 With regard to noise and disturbance resulting from the proposed temporary units, the proposed modular homes would be well insulated, and each unit would be occupied by a single person. By virtue of the separation distance, the number of units and occupiers proposed, alongside the high specification of the modular units, it is considered that the extent of the noise and disturbance to neighbouring residential dwellings would not be significant.
- 8.11 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 56 (58) and 35.

Amenity of future occupiers

- 8.12 The intention of the units is to assist in providing a 'Housing First' approach which would house homeless people prior to addressing their, often, complex needs. The temporary units would be occupied by single occupants and the length of time each resident would occupy the unit would depend on their own personal circumstance and whether they are ready to find more permanent accommodation.

8.13 It was requested by the council that the proposed plans be amended to provide larger windows to increase light to the units and improve the occupants' standard of living. The proposed units would have an internal footprint of 25m². Whilst this would be below the internal space standards detailed in policy 50 which stipulates a minimum requirement of 37m², it is officers' view that there is sound justification for the units being below the minimum standard and that the units would still provide a good quality living environment for those intended to occupy the units. Due to the internal arrangement alongside the internal ceiling height (2.44 metres) and larger windows on the front elevation, it is considered that the proposed unit would not create a cramped internal environment, rather a compact and pleasant environment. Given the intended occupants of the proposed units, single individuals as per the Housing First model with often complex circumstances, the internal footprint proposed would limit the amount of up-keep and limit the potential of overnight guests whilst still providing a sufficient amount of internal space, and to a good quality, for a single person. Furthermore, using the Housing First model, indicates that the occupants would move through these units to a more permanent home, with a duration of stay of 12-18 months. The occupants allocated for these units would be selected by Jimmy's in conjunction with the Council and would be individuals who would be better suited to an environment away from hostel accommodation. As outlined in the background section, once it is considered that occupants are ready to move on, they will have priority in bidding for Home Link council properties. Moreover, there is a critical and urgent need for this particular type of housing which provides supported yet independent accommodation away from the hostel environment or emergency housing such as hotel accommodation. Whilst the access to the units would not have level access, given policy 51 is intended to provide Lifetime Homes and these units would be used as move on housing and not permanent dwellings, it is considered that it would not be practical to apply 51 criteria to this application. Furthermore, the Housing Advice Team have outlined that there is accessible stock to cater for those individuals who need this type of accommodation.

8.14 As the proposed units do not comply with certain policies (such as accessibility/space standards) that would normally be applied to conventional housing, it is essential that any permission be subject to controls to ensure the units are used

for the specific specialist purpose proposed (namely occupied by homeless people in accordance with the Housing First Initiative Criteria, with associated warden-controlled accommodation). Officers are currently working on the detailed wording of conditions to secure this with Legal and Housing Officers, and will update Members on the amendment sheet.

Highway Safety

- 8.15 The Highway Authority has no objections to the proposal and I am satisfied that the proposal would not amount to any harm to highway safety.
- 8.16 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 80 and 81.

Car and Cycle Parking

- 8.17 The cycle store is proposed to be located adjacent to the first unit, 3 metres from Newmarket Road. It is the council's view that this should be relocated to the rear of the site to minimize the potential of theft. The cycle store proposed also would not provide adequate provision for the number of units on site, the proposal should include at least one cycle parking space for each unit. Despite this, I am satisfied that this can be addressed via a cycle parking condition. Up to four car parking spaces would be provided for the warden and support staff.
- 8.18 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 82.

Drainage

- 8.19 The Drainage Officer has no objections to the application subject to the recommended conditions as such officers' are satisfied that the proposal would not amount to significant surface water drainage issues.

Third party representations

- 8.20 A third party has raised a concern regarding the drug use on site and the implications of this as the site is adjacent to a nursery. The proposal includes a unit for the warden on site who will provide support and a caring eye over residents

Conclusion

- 8.21 In conclusion, it is considered that the proposal would not harm the prevailing character of the area and would provide a good quality environment for the future occupiers of the proposed units. As such the recommendation is one of approval subject to conditions.

9.0 RECOMMENDATION

APPROVE, subject to the following conditions, as well as conditions to control the occupancy of the units, the detailed wording of which will be provided on the amendment sheet.

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. Prior to first occupation of the first unit, hereby permitted, the Local Planning Authority shall be formally notified of the commencement date and three years from the date of notification the use of the proposed units shall cease, and the units together with associated car and cycle parking shall be removed from site within one month from the cessation of use and the land restored to its former state.

Reason: Due to their modular form, the structures would not be appropriate as permanent units of accommodation, and also to ensure the use does not prejudice the comprehensive redevelopment of the site for housing (policies 3, 35, 55, 57 of the 2018 Cambridge Local Plan).

4. Prior to first occupation of the development, hereby permitted, or commencement of the use, full details of facilities for the covered, secure parking of bicycles for use in connection with the development shall be submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details before the development is occupied or the use commences and shall be retained in accordance with the approved details thereafter.

Reason: To ensure appropriate provision for the secure storage of bicycles. (Cambridge Local Plan 2018 policy 82)

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. The Highway Authority seeks that the requested TMP be a separate condition from any relating to the Construction Environment Management Plan, the two elements while linked deal with two very different environments and as such they should be addressed independently of each other. The principle areas of concern that should be addressed are:

- i. Movements and control of muck away lorries (all loading and unloading shall be undertaken off the adopted public highway)
- ii. Contractor parking; provide details and quantum of the proposed car parking and methods of preventing on street car parking.
- iii. Movements and control of all deliveries (all loading and unloading shall be undertaken off the adopted public highway)
- iv. Control of dust, mud and debris, in relationship to the operation of the adopted public highway. 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. There shall be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0930 hours and 1530 hours seven days a week.

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

7. Prior to the first occupation of any of the proposed units a Servicing Plan for the day to day needs of the residents shall be submitted to and agreed in writing by the Planning Authority. Servicing shall thereafter take place only in accordance with the agreed details.

Reason: For the safe and effective use of the highway (Cambridge Local Plan policy 81).

8. 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 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), inclusion 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, details of all SuDS feature;
- 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. Full details of the maintenance/adoption of the surface water drainage system;
- h. Measures taken to prevent pollution of the receiving ground water and/or surface water.

The drainage scheme must adhere to the hierarchy of drainage options as outlined in the National Planning Policy Framework and the Planning Practice Guidance.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development (Cambridge Local Plan, policies 31 and 32).

9. 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 that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development (Cambridge Local Plan, policies 31 and 32).

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Application Number	18/1805/FUL	Agenda Item	
Date Received	7th January 2019	Officer	Andy White
Target Date	4th March 2019		
Ward	West Chesterton		
Site	Land to the r/o 89-91 De Freville Avenue		
Proposal	Erection of a single-storey two-bedroom dwelling.		
Applicant	Dr Langley 10 Langley Grove Sherfield-On-Loddon		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The proposed design and scale of the development would be in keeping with the context of the site and character of the area and would not have any adverse impact on the Conservation Area. - The proposed dwelling would not have any adverse impact on the residential amenity of the adjacent neighbours in terms of overlooking or the proposal having an overbearing impact.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site has a gated access onto a private/shared drive which is located off Kimberley Road. The site forms part of the rear gardens to No's.89 and 91 De Freville Avenue.
- 1.2 To the east of the site are the residential gardens of No's 89 and 91 De Freville Avenue. To the north of the site is the residential garden and shed of No.87 De Freville Avenue. Immediately adjacent to the west of the site is a 1 metre wide footpath and beyond this is the dwelling of no.92 Kimberley Road which fronts, and also has access onto the private drive.

Immediately adjacent to the south of the site is a Horse Chestnut tree and beyond this are the university boathouses.

- 1.3 The site is within the De Freville Conservation Area. Banhams Close, to the south of the site, provides access to the boathouses and Beaulands Close. There is a mature Horse Chestnut tree adjacent to the southern boundary which overhangs the site. There is also a mature London Plane tree within the rear garden of no.87 De Freville Avenue. These trees are not protected by a Tree Preservation Order but the London Plane is within the Conservation Area. However, both trees are considered to have amenity value due to their size and locations. There are no trees within the site. The site falls close to the river, borders Flood Zone 1 and 2 and is situated within a Controlled Parking Zone.

2.0 THE PROPOSAL

- 2.1 This application was validated on 7th January 2019. The previous planning permission for 15/1710/FUL (an almost identical scheme) expired on 20th January 2019.
- 2.2 As with 15/1710/FUL the layout of this proposal is an 'L' shaped building which is sited towards the rear of the garden. The application originally proposed a hipped and half pitched roof form but has since been amended to a flat roof form. The access into the site is from Kimberley Road.
- 2.3 The proposal includes a driveway/amenity area at the front, enclosed bin and cycle storage to the south of the proposed dwelling. The changes to the previously approved scheme are:
- o The loss of a private amenity area to the north-east to create additional floor area
 - o The squaring off of the south and west elevations enabling space for the bin and cycle stores to the south of the proposed dwelling
 - o Revised internal layout with bedrooms in the southern part with living room, kitchen-dining area in the northern part. There are consequential window alterations.
 - o Roof on current scheme 1.2m lower than previously approved scheme
 - o Overall internal floor area increased by 5 sq.m
 - o Amenity space reduced by 10 sq.m

2.4 The application is supported by:

1. Design and Access Statement
2. Tree Survey
3. Arboricultural Impact Assessment
4. Surface Water Calculations
5. SUDS Maintenance Report

3.0 SITE HISTORY

Reference	Description	Outcome
15/1710/FUL	Proposed single storey dwelling on land behind 89-91 De Freville Avenue, including the removal of existing hardstanding, and removal of a tree.	Conditional Permission
13/1661/FUL	Erection of a 2-storey family dwelling on land to the rear of 89-91 De Freville Avenue.	Refused
C/03/0123	Application to renew planning permission C/99/0954 for the erection of one dwelling.	A/C
C/99/0954	Outline application (amendment of C/0954/94 to erect single dwelling in rear garden with access off private drive from Kimberley Road).	A/C
C/94/0954	Renewal of Planning Application C/0081/90 To Erect Single Dwelling (4 Bedroom Bungalow And Double Garage).	A/C
C/90/0081	Erection of Detached Bungalow (Renewal Of C/0481/85)	A/C
C/85/0481	Erection of Detached Bungalow	A/C
C/81/0189	Erection of detached bungalow and garage	A/C
C/73/1011	Change of use of existing garage accommodation to self-contained dwelling	A/C
C/64/0292	Erection of house or bungalow - r/o 89 De Freville Avenue.	Ref

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 Plan 2006	1 3 28 31 32 33 35 36 50 51 52 55 56 57 58 59 61 71 81 82

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

Central Government Guidance	National Planning Policy Framework 2019 National Planning Policy Framework – Planning Practice Guidance 2014 Circular 11/95
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> De Freville Conservation Area Appraisal (2009)

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 Following implementation of any Permission issued by the Planning Authority the residents of the new dwelling should be informed that it will not qualify for Residents' Permits (other than visitor permits) within the existing Residents' Parking Schemes operating on surrounding streets.

Environmental Health

- 6.2 The proposal is acceptable subject to conditions relating to construction hours and piling.

Drainage

- 6.3 Following submission of surface water drainage details the drainage engineer commented that proposals have indicated a suitable surface water drainage strategy.

Urban Design and Conservation Team

- 6.4 The development proposed is acceptable subject to the imposition of the conditions requiring a sample panel and roof details.

Streets and Open Spaces (Landscape Team)

- 6.5 Original comments which were received prior to amended proposals stated “Amenity space is combined in part with car parking/vehicle manoeuvring space. More consideration and separation of the space is needed to ensure that an adequate area is given over to amenity for the house as there is no rear garden space but only the frontage area. The frontage should be designed to discourage any potential for additional parking or there will be even less area devoted to amenity. The root protection plan must be updated to reflect the current building design proposals”.
- 6.6 Amended comments - the scheme is acceptable subject to conditions relating to boundary treatment, green roofs and hard and soft landscaping

Streets and Open Space (Trees)

- 6.7 The proposal is not materially different from the previously approved scheme with regard to impact on trees. Should the application be granted consent the Tree Protection conditions should be applied.

Cadent Gas

- 6.8 There is operational gas apparatus within the application site boundary which may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. If buildings or structures are proposed directly above the gas apparatus, then development should only take place following a diversion of this apparatus.
- 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/occupiers of the following addresses have made representations objecting to the proposal and amended proposals:

- o 87 De Freville Avenue
- o 76 Kimberley Road
- o 90 Kimberley Road
- o 92 Kimberley Road
- o Beaulands Close Management Ltd

7.2 The representations can be summarised as follows:

- o 15/1710/FUL has now lapsed
- o Internal layout is materially different to 15/1710/FUL
- o Architectural design does not minimise effects on neighbouring properties
- o The roof is lower than previously approved scheme but roof extends beyond the start of the high level window to the east of neighbouring dwelling.
- o Impact on trees
- o Impact of the trees on the proposed house through loss of light and leading to the loss of the trees
- o Impact of traffic generally and specifically in relation to the access, causing inconvenience to residents
- o Plans need clarifying as road name is marked incorrectly
- o Access to the site should be from De Freville Avenue and Beaulands Close car park
- o Current works to boat house are causing disruption to residents its unreasonable and unfair to inflict further activity
- o Beaulands Close is a private right of way and does not include access to De Freville Avenue
- o Impact of the proposal on the drainage system as the lower end of Kimberly Road is badly affected
- o The scale and massing is overbearing and will lead to the loss of light
- o Unsuitable as a backland development which is out of character
- o The size of the amenity space is inadequate and not acceptable
- o There is no right of way for vehicular access from Beaulands Close and it will not be granted
- o No right of access to footpath which is locked at both ends.
- o Concern about the capacity of the site to accommodate construction materials as well as the new development
- o Restrictions on traffic and construction activity are required
- o The construction traffic and additional traffic associated with the development will add to an existing hazard on the lane

- o 16/1171/FUL resulted in demolition of the City of Cambridge Boathouse and the building of a replacement which towers above the eaves of neighbouring boathouses.
- o Not agreed that the principle of development was established under previous permissions as the dwelling is different.

7.3 Letters of support were received from:

- o 59 Thornton Road, Girton
- o 89 De Freville Avenue

7.4 The comments note that permission has already been granted for a similar dwelling and therefore the impact on the Boat Houses will not be any different; that the roof is lower and expressing a view that the applicant will use materials appropriate to the new dwellings location within a conservation area and Cambridge.

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

Principle of Development

8.1 The previous permission 15/1710/FUL has lapsed during the course of the consideration of this application. However, it is a material consideration that needs to be assessed in relation to the adoption of the Cambridge Local Plan 2018. In this regard the Plan does not materially differ in its support for sustainable development (Policy 3) within appropriate locations and as such the fact that a nearly identical footprint was previously permitted has significant weight in the consideration of this application and as such the principle of a replacement dwelling is acceptable.

8.2 Policies 52 and 55 set out the relevant criteria for assessing proposals involving the subdivision of existing plots which remain acceptable in principle, subject to design and the impact on the open character of the area. Policy 52 is an up to date version of policy 3/10 from the 2006 Plan and given that the proposed dwelling is located in an identical location to the one approved under the previous policy the proposal is considered

to be in accordance with sections a, b and e of Policy 52. Sections c and d, are considered below.

Context of site, design and external spaces

- 8.3 The site is located to the east of no.92 Kimberley Road which is of similar scale to the proposed dwelling. The proposed dwelling would be in keeping with development in the vicinity. The previous officer report stated *“The existing built form in Kimberley Road and De Frevilles Avenue is characterised by two storey Victorian terrace housing. The garden depths of the dwellings in De Freville Avenue are nearby double the depth of the dwellings in Kimberley Road. Many of these rear gardens contain tree planting. To the south of the site are the university boathouses which front the river. The boathouses are large two storey building. Between the boathouses and application site is a private/shared access known as Banham Close which leads to the gated development of Beaulands Close. In this context, the proposed subdivision of part of the rear of no.89-91 De Frevilles Avenue is considered to be acceptable as it would retain a significant amount of garden space for the host dwelling. The proposed dwelling would also not appear out of character in this context and would not be entirely visible from Kimberley Road or De Freville Avenue”. “The proposed contemporary design and form is considered to be acceptable in this location. The design is of similar appearance to no.92 with its angular form, pitched and hipped roofs and use of extensive glazing. The proposed dwelling would also relate well with the traditional form of the host dwellings without creating an awkward juxtaposition. I am therefore satisfied that the proposed development is of high quality and would make a positive visual contribution to this site. The proposal would also not have a significant detrimental impact on the character or appearance of the Conservation Area”. “In terms of external space, the proposal would provide two area of outdoor space; the main area at the front of the dwelling off Banham Close and a smaller private courtyard in the north-east corner. The external space at the front of the site would provide provision for car parking, cycle and bin storage. I am satisfied that the proposal provides sufficient amount of private amenity space to serve the proposed dwelling of this size”.*
- 8.4 The proposal has been assessed against the space standards of policy 50 and is considered to meet the gross internal

floorspace standard, bedrooms standard and requirements for external amenity space. The dwelling contains 129 sq.m of internal floorspace; the main bedroom is 20.2 sq.m; the second bedroom is 13.3 sq.m and the dwelling has accessible dedicated amenity space.

- 8.5 In my opinion there is nothing in the current proposal that would lead to an alternative conclusion to that reached in relation to 15/1710/FUL and I consider that the proposal accords with Policies 50, 52 55, 56 and 57 of the Cambridge Local Plan (2018).

Trees

- 8.6 The Tree officer has assessed the proposal and, subject to the imposition of conditions, raised no objection to the proposal. The Tree Protection Programme and other conditions will be applied should planning permission be granted.
- 8.7 As such the proposal is compliant with Cambridge Local Plan (2018) policy 71.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.8 The design of the building has changed with higher eaves and flat roof utilized with this scheme. The dwelling is still single-storey and the design continues to have the development on its closest west flank elevation set to the north of the low-level window in the east flank of No. 92 Kimberely Road, with the remaining windows in the east elevation of No.92 being high-level and therefore unaffected by the proposal. Although the internal arrangements have changed, given that the proposal is reduced in height, is on a similar footprint and has windows in very similar locations there is nothing within the proposal that would lead to a differing conclusion to that reached on 15/1710/FUL namely that the proposed development would not lead to unacceptable harm to the amenity of any neighbouring dwelling.
- 8.9 As such the proposal is considered to respect 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 50, 52, 55, 56 and 57.

Amenity for future occupiers of the site

- 8.10 The proposed 2-bed dwelling would provide future occupants with a high quality living environment and a high standard of living accommodation.
- 8.11 The consideration of the previous proposal which was informed by Shade Analysis, concluded that *the amount of shading would not be significant to have a significantly detrimental impact on the amenity of future occupiers such that it would warrant refusal. In this location, it is expected that there will be some shading due to the surrounding trees. In order to reduce the impact of shading, the design incorporates angled roof form, high level and roof windows to allow daylight to filter into the internal rooms. The trees are also likely to help to regulate solar gain during summer months as the proposed dwelling would be south facing. Furthermore, the Horse Chestnut to the south is a deciduous tree and therefore in winter months the when the trees is out of leaf, the impact from shading would not be as significant.*
- 8.12 The current proposal has higher eaves and a flat roof but this does not alter the previous conclusion reached regarding the amenity of future occupiers. The previous scheme had two areas of amenity space whereas this proposal includes one area of outdoor space - the front courtyard which would host the car parking with the cycle parking and bin storage provisions being relocated to the south of the currently proposed dwelling. Whilst the amount of amenity space is 10 sq.m less than the earlier scheme, as the provision includes a verandah there is considered to be sufficient usable provision for the future occupiers.
- 8.13 It is considered that the proposal provides a high-quality living environment and an adequate standard of residential amenity for future occupiers, and as such it accords with Cambridge Local Plan (2018) policies 50, 52, 55, 56 and 57.

Refuse Arrangements

- 8.14 A dedicated enclosed bin store is proposed to the south of the proposed dwelling. The future occupiers will have to wheel the bins to Kimberley Road for collection. The drag distance would be approx. 45 metres. Whilst this is above the 30 metres that is recommended by the RECAP Design Guide, I do not consider an extra 15 metres bin drag for this one dwelling would be unreasonable and would not in my view justify refusing the application. I am therefore satisfied that the bin storage arrangements are acceptable.
- 8.15 In my opinion the proposal accords with Cambridge Local Plan (2018) policy 52, 57.

Highway Safety

- 8.16 The County Highway Authority has not raised any concern with the proposal in terms of highway safety. The proposed development would be accessed from a private/shared lane which also serves Beaulands Close to the east and the boathouses to the south. This access was previously considered to be acceptable to serve a dwelling. There has been no change in circumstance that would lead to a different conclusion for the current proposal.
- 8.17 In my opinion the proposal accords with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

Car parking

- 8.18 The proposed Ground Floor Plan shows a car parked in the front courtyard. Whilst the courtyard would appear to accommodate up to two vehicles, there would not be enough space for them to turn and leave the site in forward gear. It may be possible for one to do so. Nevertheless, as the access is onto a private/shared drive and not a busy road, it is not considered that the car parking provision would be unacceptable in this location.

Cycle parking

- 8.19 The proposal includes a dedicated, enclosed and secure cycle store to the south of the proposed dwelling which would accommodate four cycles. I am satisfied with the proposed cycle parking arrangements.
- 8.20 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 82.

Third Party Representations

- 8.21 The material planning issues raised by local residents have been addressed in the above assessment and in the assessment of the previous scheme. Other issues particularly relating to problems associated with the construction of the new boathouse are not relevant to the consideration of this application but are clearly a source of frustration to local residents.

9.0 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. 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)

5. Before starting any brick or timber cladding 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 policies 57 and 61)

6. No development above ground level, other than demolition, shall commence 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; and

Full details of the green roofs have been submitted to and approved in writing by the local planning authority. The details shall include details of build-ups, make up of substrates, planting plans for biodiverse roofs, methodologies for translocation strategy and drainage details where applicable.

The 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) and in the interests of responding suitably to climate change and water management (Cambridge Local Plan 2018; Policy 31)

7. 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)

8. 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)

9. 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)

10. 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.

11. 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.

12. 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 LPA Tree Officer to discuss details of the approved AMS.

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.

13. 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.

14. Notwithstanding the provisions of Schedule 2, Part 1, Class A 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) shall not be allowed 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).

15. 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).

16. The scheme for surface water drainage works as shown on Drawing No 18/0525/100/P4 shall be fully implemented on site prior to the first use/occupation and shall be retained thereafter.

The management and maintenance scheme identified in the Drainage & SuDS Maintenance Plan Revision B dated 26.4.19 produced by Andrew Firebrace Partnership Structural & Civil Engineering Consultants shall be implemented in accordance with sections 2 and 3 of the report.

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

17. Before the development hereby permitted is commenced details of the following matters shall be submitted to and approved by the local planning authority in writing.
 - i) contractors access arrangements for vehicles, plant and personnel,
 - ii) contractors site storage area/compound,
 - iii) the means of moving, storing and stacking all building materials, plant and equipment around and adjacent to the site,
 - iv) the arrangements for parking of contractors vehicles and contractors personnel vehicles.

Thereafter the development shall be undertaken in accordance with the approved details.

Reason: To protect the amenity of the adjoining properties during the construction period. (Cambridge Local Plan 2018 policies 57 and 58)

18. Notwithstanding the approved plans, the dwellings hereby approved shall be constructed to meet the requirements of Part M4(2) 'accessible and adaptable dwellings' of the Building Regulations 2010 (as amended)

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

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

INFORMATIVE: The applicant is advised that following implementation of any Permission issued by the Planning Authority in regard to this proposal, the residents of the new dwelling will not qualify for Residents' Permits (other than visitor permits) within the existing Residents' Parking Schemes operating on surrounding streets.

INFORMATIVE Cadent has identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance. If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The Applicant should contact Cadent's Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays.

If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team to see if any protection measures are required.

All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to.

Email: plantprotection@cadentgas.com
Tel: 0800 688 588

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Application Number	18/1397/FUL	Agenda Item	
Date Received	19 th September 2018	Officer	Alice Young
Target Date	12 th November 2018		
Ward	Kings Hedges		
Site	38 Ramsden Square		
Proposal	Erection of an attached building containing 2 dwellings. Single storey rear extension following demolition of existing conservatory and rear box dormer with Juliet balcony to main dwelling. Retrospective subdivision of main dwelling into two flats.		
Applicant	Ms Heike Martin 38 Ramsden Square		

SUMMARY	<p>The development fails to accord with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The proposal is of poor design and would harm the character of the area - The proposal would fail to provide a good quality of amenity and accessibility for future occupiers - The proposal fails to respect the residential amenity of neighbouring occupiers
RECOMMENDATION	REFUSAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 No. 38 Ramsden Square comprises a two-storey semi-detached property set within a large plot, benefiting from a modest sized front garden and a sizeable rear garden. The

application site is on the north side of Ramsden Square, situated outside the conservation area and the controlled parking zone. This is predominantly a residential area characterised by semi-detached properties arranged in a square and a communal green space is located in the centre.

2.0 THE PROPOSAL

- 2.1 The proposal seeks permission for the erection of an attached building containing 2 dwellings and a single storey rear extension following demolition of existing conservatory and rear box dormer with Juliet balcony to main dwelling. The proposal also includes the retrospective subdivision of main dwelling into two flats.
- 2.2 The plans were amended to include external amenity space for each of the units; the ground floor flats have direct access to a rear garden and the first-floor flats have balconies and a communal garden to the rear where bins and bikes are located.
- 2.3 The proposal consists of an erection of a two-storey attached extension, a single storey extension, two rear box dormers, one on the existing dwelling and one on the proposed. The proposal would also include the subdivision of the proposed plot and flat conversion of the existing building to result in a total of 4 flats on site.
- 2.4 The two-storey dwelling would project 5 metres to the side elevation at first floor and 6 metres on the first floor and roof slope to create a first floor overhang. The dwelling would have a width of 8.2 metres at two storey and a height of 5.15 metres to the eaves and 8.5 metres to the ridge to match the existing dwelling. The roof form would be partially hipped, and materials would match the existing. A front bay window would also be included in the design of the dwelling to match the existing. The dwelling would include a single storey rear element which would project 8.6 metres to the rear and have a width of 5 metres. This element would have a contemporary design with rounded corners and a flat roof. On top of the flat roof would be a balcony which would measure 2.2 metres (depth) and 3.4 metres (width) and include privacy screens on either side of the balcony which would be a height of 1.5 metres sloping down to 1 metre on the side elevation and 1 metre in height to the rear. The rear dormer would be 4.05 metres in width and would be

stepped down from the ridge by 0.2 metres and a similar distance from the eaves. This element would be standing seam leadwork with a Juliet balcony on the rear elevation.

2.5 The single storey rear extension to the existing building would stretch 4.7 metres to the rear along the common boundary with no. 40 and 4 metres in width. The design would be similar to the proposed dwelling's single storey extension. A first-floor balcony would be the same as the one on the new dwelling. The rear box dormer would also be of a similar scale to the proposed dwelling.

2.6 The application is accompanied by the following supporting information:

1. Design and Access Statement
2. Drawings

3.0 SITE HISTORY

Reference	Description	Outcome
15/2204/FUL	Proposed garden room, home office and store.	Granted Permission
14/0808/FUL	Proposed garden room, home office and store	Granted Permission

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	1,

Plan 2018	28, 50, 51, 53, 55, 56, 58 82
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5.3 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	<p>National Planning Policy Framework 2019</p> <p>Planning Practice Guidance 2014</p> <p>Circular 11/95 – The Use of Conditions in Planning Permissions (Annex A)</p> <p>Planning Policy Statement – Green Belt protection and intentional unauthorised development August 2015</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>Cambridge City Council (May 2007) – Sustainable Design and Construction</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste</p> <p>Cambridgeshire Design Guide For Streets and Public Realm (2007)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Control)

- 6.1 The application form provides no information regarding parking within the site, either proposed or existing. The applicant must provide information regarding existing and proposed parking arrangements to allow informed comment upon the full impact of the proposals. The applicant must show the dimensions for the proposed car parking spaces, which should measure 2.5m x 5m.

Environmental Health

- 6.2 The development proposed is acceptable subject to the imposition of the condition(s)/informative(s) outlined below
- Demolition/construction hours
 - Piling
 - Demolition/construction collection and delivery hours
 - Airborne dust
 - Dust Condition Informative
 - Low NOx Boilers Informative

Waste

- 6.3 Please supply information on where bins will be stored. Each flat should have their own set of bins and be responsible for putting them on the pavement for collection.

Drainage

- 6.4 The development proposed is acceptable subject to the imposition of a surface water drainage condition.

Urban Design and Conservation team

- 6.5 It is considered that there are no Urban Design issues with this proposal.

Landscape officer

- 6.6 It is not possible to comment on the proposed development and the additional information set out below will be required in order to provide comments.

1. Bin location is acceptable; however, cycle parking proposals are inappropriate. A total of 7 spaces are required based on the number of bedrooms proposed. Additional visitor parking is also required. The Cycle Parking Guide for New Residential Developments SPD will provide guidance on acceptable forms of cycle parking provision. The semi-vertical raised racks shown on the proposals do not provide frame locking locations for bikes placed in them. They also cannot provide adequate storage for off-gauge bicycles, or bikes with large baskets or panniers. The location of the cycle store should more ideally be located near the bin store rather than in the alcove in front of a residential bathroom window.
 2. How are the ground level amenity spaces to be used? Will all four units use the rear garden communally? There is a requirement for all new developments to provide private external amenity space where practicable and it is considered practicable for both the ground floor units. Balconies should be considered for upper floors. Refer to Policy 50 of the Local Plan for the external space requirements.
- 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

Initial submission:

- 7.1 Councillor Smart has commented on this application
 - Concerned about the overlooking potential from the balconies, lack of information for highways and a general large development on a small site.
- 7.2 The owners/occupiers of the following addresses have made representations:
 - 29 Ramsden Square (objection)
 - Camcycle (objection)
- 7.3 The representations can be summarised as follows:

- Concerns regarding limited car parking causing parking pressure and the sufficient provision of bins
- The proposed alcove used for cycle storage (using a purpose made bike rack) is not compliant with the cycle parking guide and the Cambridge Local Plan (2018) policy 82.

Amended submission 1:

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

- Camcycle (objection)
- 40 Ramsden Square (supportive)

7.5 The representations can be summarised as follows:

- The bike stores are not situated in a convenient location and the side passage is below the minimum 1500mm for a distance over 10m. Cycle stores are not large enough to provide a sufficient number of cycles.
- I am confident that we as neighbours would not be detrimentally affected by the style of the building and the subsequent tenants. I do not believe that our privacy would be any further compromised by their inclusion in the scheme.

Amended submission 2:

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

- Camcycle (objection)

7.7 The representations can be summarised as follows:

- The previous comments still hold. The applicants have suggested replacing one of the car parking spaces at the front with cycle parking in order to create some more convenient cycle provision.

7.8 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

Principle of development

- 8.1 As the proposal is to subdivide the existing residential plot to provide two further units as well as to convert the existing property into two flats, both policy 52 and policy 53 relate to the principle of development.

Policy 52

- 8.2 Policy 52 outlines 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 the 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.
- 8.3 The proposal does not meet criterion a, c, d and e. These are explained in the relevant paragraphs below.

Policy 53

- 8.4 Policy 53 outlines that proposals to convert a single family dwelling house or a non-residential building into self-contained flats will be permitted where:
- a) the proposed development (the original building including acceptable extensions and roof conversions) has an internal gross floor area of at least 120 sq m (excluding stairwells, balconies, external open porches, conservatories and areas with a floor to ceiling height of less than 1.5m), and proposed room sizes meet minimum room sizes (see Policy 50);

- b) the ground or lower ground floor includes a family unit (two bedroom plus) with garden access;
 - c) the proposal, in terms of the number of units and scale of associated extensions, would not have a negative impact on the amenity or character of the area or on highway safety in streets already experiencing parking stress;
 - d) the proposal would result in a good standard of amenity for its occupiers and is designed to avoid cumulative and negative impacts on neighbouring residential properties; and
 - e) the proposal includes appropriate refuse, recycling and cycle storage to serve the development
- 8.5 The proposed internal floor space meets the 120m² minimum and whilst 38b would not comply with the internal space standards, policy 50 states that conversions should seek to meet or exceed the standard. As such it is considered that the proposal meets criterion a. The proposal fails to provide a family unit on the ground floor of the conversion and therefore does not meet criterion b. The proposal fails criterion c and d but meets e. The three remaining criterion is assessed in the relevant paragraphs.

Context of site, design and external spaces

- 8.6 Ramsden Square is characterised by semi-detached pairs which are set back from the street. The majority of existing subdivisions on Ramsden Square are on the corner plots which benefit from a plot with a larger width. By virtue of the layout of Ramsden Square and the pattern of development, the majority of these existing subdivision would not be seen in the context of the application site and therefore carry less weight than they would if they were located closer to the application site. From the public realm the proposal would be visible from both the front, from Ramsden Square, and the rear on the north-eastern entrance to Ramsden Square. Given this highly visible location, the proposal should be sensitively designed taking cues from the surrounding environment. By virtue of the proposal's expansive scale and massing, the proposed two storey dwelling would appear prominent within the street scene. Whilst there are a couple of properties in this section of Ramsden Square which have been extended, the examples that would be seen in the context of the application site are not in a similar vein to the proposed. The two storey side extension at no. 34 is of a smaller scale than the proposed with a lower ridge height than

the existing form, resulting in the extension appearing as a subservient addition to the existing form, unlike the proposed.

- 8.7 Furthermore, the cantilever design results in the proposal appearing unbalanced and top heavy. By failing to be of good design, this unorthodox design sits uncomfortably within the street scene and fails to make a positive contribution to the character of the area. No. 30 is an example referred to in the precedent document provided by the agent (16/0351/FUL). Whilst this example would not be seen in the context of the proposed, it is important to highlight the differences between the two cantilever designs. No. 30 was extended at two storey level to create a new two-bedroom dwelling, which included a cantilever element. However, this cantilever element is significantly set back from both the front and rear and significantly more modest than the proposed, limiting the impact this element would have on the composition of the area. Therefore, it is my opinion that no. 30 bears little relation to the proposed design and the proposal would result in adversely impacting upon the character of Ramsden Square.
- 8.8 The remaining subdivision examples referenced by agent, due to the layout of Ramsden Square, are not visible from the application site. Therefore, the examples are considered to be outside the immediate vicinity of the application site and do not form the context of the site. As a result, it can be argued that the proposal would be out of character with the surrounding area.
- 8.9 In my opinion the proposal is contrary to Cambridge Local Plan (2018) policies 52, 55, 56, 58.

Residential Amenity

Impact on amenity of neighbouring occupiers

No. 40

- 8.10 Despite the scale and massing of the proposal, the impact on no. 40 would be limited to the overlooking impact resulting from the rear balconies at first floor. Due to the scale and massing of the proposed single storey rear extension located on the boundary with no. 40 and no. 40's rear single storey extension, the proposal would not result in a significant overbearing or

overshadowing to no. 40's rear habitable rooms or outside amenity space. Given the amended scheme includes privacy screens of a height of 1.5 metres, decreasing to 1 metre adjacent to no. 40, the proposed balconies would, however, give rise to direct overlooking to no. 40's rear ground floor. Whilst the application suggests that this would give rise to a similar impact resulting from the existing rear windows, it is officers' view that, due to the smaller distance from the balconies to the neighbours amenity space alongside the likely intensive use of the balcony as it is the primary outside amenity space for the proposed flat, the proposal would cause a significant overlooking impact resulting in a detrimental loss of amenity.

No. 36

- 8.11 The proposal would not have a significant impact on no. 36 as the dwelling would be 5.8 metres from the existing building of no. 38. As no. 36 is stepped back from no. 38, the two storey element would not project further than no. 36's existing rear. As such the two storey extension would not impact the rear of the adjacent property, no. 36 and by virtue of the separation distance alongside the absence of habitable rooms on the side elevation and the proposed scale, the proposal would not significantly overshadow or overbear the front habitable rooms of no. 36. Furthermore, as the use of the land adjacent to the extension is currently used as a driveway, the proposal would not significantly impact upon the amenity of no. 36. Given that no. 36 is sited further away from Ramsden Square than the proposed dwelling, the proposed balconies would not give rise to direct views into no. 36's rear habitable rooms or immediate outside amenity space, it would only continue the mutual overlooking relationship already present.
- 8.12 In my opinion the proposal does not adequately respect the residential amenity of its neighbours and the constraints of the site and I consider that it is contrary with Cambridge Local Plan (2018) policies 55 and 58.

Impact on amenity of future occupiers

- 8.13 As the table below outlines, all but one of the proposed units would not meet the gross internal floor space measurements. Policy 50 states that new homes created through conversions

should seek to meet or exceed the standards as far as practical to do so. 38a exceeds this standard, however 38b fails to meet the internal requirement. Although, it is the opinion of officers' that it would not be practical to do so. Conversely, the two units created within the proposed two storey side extension, 38c and 38 d, must meet this standard and the proposed units fail to do so. Furthermore, the lack of windows serving both the kitchen and living area for no. 38c would cause a reliance on artificial light, and a lack of outlook and ventilation. As such it is considered that this would provide a poor living environment for the future occupiers of no.38c and no.38d. Similarly, the balcony at no. 38b would also overlook the outside amenity space of no. 38a, impeding on the residential amenity of no. 38a.

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
38a	1	2	1	50	58.5	+8
38b	1	2	2	58	56	-2
38c	2	4	2	70	66	-4
38d	1	2	2	58	57	-1

Size of external amenity space

- 8.14 The amended plans provide external amenity space for all of the flats; the ground floor flats have a private rear garden of adequate size and the first-floor flats have rear balconies of a generous size as well as a communal garden to the rearmost section of the garden.

Accessibility

8. 15 Policy 51 requires all new units to comply with part m4(2) of building regulations, which includes level access. Whilst the proposal allows for retrofitting a stairlift for the proposed first-floor flat, no.38d, this would not be compliant with part m4(2) of building regulations and therefore would not be acceptable.

- 8.16 In my opinion the proposal does not provide 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 contrary to Cambridge Local Plan (2018) policies 50, 51 and 53.

Refuse arrangements

- 8.17 The proposed refuse arrangements in the rear communal garden is considered inconvenient for future occupiers as the dragging distance for collection from the front driveway would exceed 30 metres. However, as I am satisfied that the required refuse could be accommodated on site, this could be easily rectified via condition.
- 8.18 In my opinion the proposal is compliant in this respect with Cambridge Local Plan (2018) policy 57.

Car and Cycle Parking

- 8.19 The amended plans show provision of four car parking spaces for the four flats; this is considered acceptable. The amended plans also show secure and sheltered cycle storage for 8 cycles, this is also considered acceptable.
- 8.20 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 82.

Third Party Representations

- 8.21 The cycle and car parking has been addressed in the amended scheme.

9.0 RECOMMENDATION

REFUSE, for the following reasons:

1. By virtue of the scale, massing and cantilever design of the proposed two storey dwelling, the proposal would be of poor design bearing little relation to the positive characteristics of Ramsden Square. By failing to be of good design and positively responding to the character of the surrounding area, the proposal is contrary to Cambridge Local Plan (2018) policies 52, 55, 56, 58.
2. Given the poor internal space attributed to no. 38c and no. 38d alongside the reliance on artificial light, lack of outlook and ventilation in the living areas of no. 38c, the proposal would not provide a good quality living environment for future occupiers. Furthermore, as there is no lift access to the upper floor flat, the proposal would not be of a size, configuration and internal layout to enable Building Regulations M4 (2) 'accessible and adaptable dwellings' to be met. The proposed development therefore fails to provide a high quality internal and accessible living environment for the future occupants and is therefore contrary to Cambridge Local Plan (2018) policy 50, 51, 52.
3. By virtue of the insufficient screening on the proposed balcony for no. 38b, the proposal would cause a significant overlooking impact to no. 40, resulting in a detrimental loss of privacy impact to no. 40. By failing to respect the amenity of neighbouring occupiers, the proposal is contrary to the Cambridge Local Plan (2018) policy 53, 55.

Application Number	19/0329/FUL	Agenda Item	
Date Received	14th March 2019	Officer	Andy White
Target Date	9th May 2019		
Ward	Kings Hedges		
Site	Land r/o 386 Milton Road		
Proposal	Retention of existing outbuilding for garaging of motor vehicles and cycle storage together with the construction of 1 no. detached bungalow.		
Applicant	Mr Dama c/o Agent		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The site is located within a primarily residential area where a new dwelling would be in keeping with the surrounding land uses; and - The proposed single storey dwelling would not have an adverse impact on the residential amenity of the adjacent neighbours in terms of overlooking or the proposal having an overbearing impact.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The site is located to the rear of No.386 Milton Road. It is visible from Milton Road through a gap between No.384 and 386 Milton Road and is occupied by a single storey detached outbuilding. The site is accessed by a 4m wide access from Kendal Way which serves neighbouring garages, No.378a and allotment land

1.2 The dwelling is not within a conservation area.

2.0 THE PROPOSAL

- 2.1 The planning application proposes to retain the existing outbuilding and convert it to a garage and bike store and to construct a separate single storey dwelling which would be accessed from Kendal Way.
- 2.2 The proposed dwelling would be 14.5m depth, 13m wide with maximum ridge height of 5.4m and eaves height of 2.5m.
- 2.3 Two car parking spaces are to be provided to the north-west of the proposed dwelling in the existing outbuilding. The building measures 15m width by 6m depth and has a ridge height of 4.15m in the gable end which faces the proposed dwelling. The site is enclosed by 1.8m close boarded fence.
- 2.4 The application has been amended in the course of its consideration as it originally sought to demolish the detached building and to construct a new double garage/bike store and larger dwelling which raised concern from neighbours due to potential adverse impacts to privacy and amenity.
- 2.5 The application is accompanied by the following supporting information:

1. Revised Design and Access Statement

3.0 SITE HISTORY

Reference	Description	Outcome
C/89/0840	Erection of one detached dwelling.	Refused 21.1.1990
C/92/0027	Outline application for the erection of a bungalow.	Refused 24.2.1992
16/0798/FUL	Single storey detached one bedroom dwelling (retrospective)	Refused 23.06.2016

4.0 PUBLICITY

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

5.0 POLICY

Central Government Advice

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 Cambridge Local Plan 2018

PLAN	POLICY NUMBER
Cambridge Local Plan 2018	1 3 50 51 52 55 56 57 58 59 80 81 82

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

Central Government Guidance	National Planning Policy Framework 2019 National Planning Policy Framework – Planning Practice Guidance 2014 Circular 11/95
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

6.0 CONSULTATIONS

County Highways

- 6.1 No significant adverse effect upon the Public Highway should result from this proposal, should it gain benefit of Planning Permission.

Sustainable Drainage Engineer

- 6.2 The development proposed is acceptable subject to the inclusion of a condition to require a Sustainable Urban Drainage scheme and its maintenance.

Environmental Health

- 6.3 The environmental health section made no objection to the proposal but has requested that construction hours and piling conditions are attached to any planning permission.
- 6.4 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 Representations were received from the residents of Nos. 309, 374, 378, 384 Milton Road
- 7.2 The representations can be summarised as follows:
- Access road is narrow, is private and the responsibility of Nos 364 to 384 Milton Road, is not maintained, has debris on the surface and is not suitable for emergency access
 - A single vehicle will block the access road and the exit onto Kendal Way has limited visibility for vehicles entering and exiting the lane
 - The existing building was built without planning permission
 - Sets precedent for other properties with back gardens to erect a dwelling

- There is no street lighting
- Nothing has changed since previous refusals
- The design is not in keeping with the area
- Likely to be loss of trees at allotment site and Brown's Field community centre making it environmentally unsound
- There will be overlooking of existing properties and back gardens with loss of privacy, light pollution.
- No.386 does not have access to Kendal Way as the access was only created temporarily during works for the existing building
- Concern that property will be an HMO as each bedroom has en-suite bathrooms and cause noise and disturbance to neighbours
- Utilities would need to be under the lane requiring permission from local residents or through the existing house

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

Principle of Development

8.1 The site is located within a residential area and as such the principle of development is acceptable having regard to Policy 3 of the Cambridge Local Plan.

Context of site, design and external spaces

8.2 The site was formerly garden land and consequently Policy 52 of the local plan is a key policy in the assessment of the proposal. This requires 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.

8.3 Having regard to criteria 'a' and 'b', the proposed development is single-storey with a relatively low ridge height (5.4m). The property would be set within the site with a gap of about 1.2m from the boundary fence to the west elevation and about 1.4m from the boundary fence to the east elevation. The design of the dwelling provides windows that face into garden areas. There is only one habitable room window that faces toward the boundary on the south west side elevation. The appearance of the proposal as amended is acceptable and would not be considered to be a dominant building having regard to the surrounding houses and fences. The proposal does not contribute to the street scene due to its location to the rear of surrounding properties.

8.4 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 52, 55, 56, 57, 59.

Residential Amenity

Impact on amenity of neighbouring occupiers

8.5 The proposal to locate residential development within a residential area should ensure that the use of the land is compatible with its neighbours. A number of objectors have raised the issue of the use intensifying as an HMO however based on the application as amended there is no reason for there to be a conflict of the proposed bungalow generating more noise than the surrounding houses.

- 8.6 The fence around the site and the fact that the development is single-storey with ground floor windows and roof lights means that the proposal will not create overlooking or loss of privacy for neighbouring dwellings. Having regard to the roof lights these do not serve a room in the roof space however if planning permission is granted a condition is proposed to prevent any habitable rooms being created in the roof space without planning permission and that the roof lights are located 1.7m above the floor level for the roof space. The scale of the proposal is such that I do not consider that it could be seen as a dominant building that would harm the outlook from any neighbouring property.
- 8.7 The existing access track appears to be used each day to serve garages, allotments and 378a. The additional vehicular movements associated with a 2-bed dwelling are not considered to be likely to create an adverse impact in terms of noise generation for neighbours.
- 8.8 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 52, 55 and 35.

Amenity of future occupiers

- 8.9 The gross internal floor space measurements for units in this application are shown in the table below:

	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m²)	Proposed size of unit	Difference in size
1	2	4	1	70	132	+62

- 8.10 This table identifies in terms of space that it exceeds the minimum standard set out in the local plan.
- 8.11 The site is relatively level and the dwelling is capable of accommodating an external design that ensures compliance with policy 51. This policy requires new dwellings to be designed to meet Part M4(2) of the building regulations which seeks to ensure that new dwellings are capable of occupation

by as many people in the population as possible without the need for retrospective alteration.

- 8.12 The outbuilding will be used as cycle storage and parking and acts as a barrier between the new dwelling and the existing house. Bedroom 1 has a window in the north-west elevation a distance of 2.14m from the gable end of the garage. The applicant has consequently amended the proposal to include a sun pipe and high-level window in the north-east elevation to provide additional sources of natural light and which would have no impacts outside the site.

Size of external amenity space:

- 8.13 The external amenity space is provided to the north and south of the proposed dwelling. Either area would be adequate for a family home.
- 8.14 In my opinion the proposal provides an adequate level of residential amenity for future occupiers and I consider that it is compliant with Cambridge Local Plan (2018) policies 50, 51 and 56.

Highway Safety

- 8.15 The Highways Authority has raised no concerns over highway safety in its response to the proposal. The access would be via an existing single access track which emerges onto Kendal Way. Although residents have raised concerns over the safety of the entry and exit point there is no expert advice that could justify a reason for refusal based on highway safety. The driveway of the house is able to accommodate the turning of vehicles and consequently the access and egress will be in forward gear. Although the track is narrow and there is no space for vehicles to pass for most of the length of the track, given the small number of movements this is not considered to be a reason for refusal in this instance.
- 8.16 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 80 and 81.

Car and Cycle Parking

- 8.17 The proposal accommodates bike and car parking within the garage and outbuilding both of which are considered to be in accordance with standards of a maximum of 1.5 car parking spaces and 2 cycle parking spaces
- 8.18 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 82.

Waste

- 8.19 The guidelines for bin pulling distance are shown in the RECAP design guide. In the guide it indicates that residents should not be expected to pull bins more than 25 metres to collection points. The access track which the applicant has agreed to upgrade with a new surface material, is 87m from the entrance point to the property.
- 8.20 Given that the application is for a single dwelling, I do not consider the failure to meet the guideline would be grounds for refusal. Policy 57 requires the incorporation of refuse and recycling storage within the design and in this respect, I consider that the proposal is compliant with policy.
- 8.21 The occupiers of the proposed dwelling would have a longer distance to drag a recycling bin than guidance would encourage, however in my opinion the proposal is compliant with Policy 57 of the Cambridge Local Plan 2018 in providing space within the development for recycling and storage.

9.0 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. 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)

5. 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))

6. 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)

7. The rooflights shown on the approved plans shall be a minimum of 1.7m above the floor level of the roofspace created as part of the dwelling hereby approved.

Reason To protect the amenity of the neighbouring dwellings due to the proximity of the building to the shared boundaries of neighbouring properties in accordance with Policy 52 of the Cambridge Local Plan

8. 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)

9. Notwithstanding the provisions of Schedule 2, Part 1, Class A 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) shall not be allowed 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).

10. 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).

11. 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 30year event and no internal property flooding for a 1 in 100year 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)

12. Prior to the occupation of the dwelling hereby permitted the outbuilding shall be brought into use to accommodate the parking of motor vehicles and cycle storage as shown on Plan No. EP764-18-09. It shall be retained for the purpose of accommodating motor vehicles and bicycles thereafter.

Reason: To comply with the requirements of Policy 82 of the Cambridge Local Plan.

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

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

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

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Application Number	19/0484/FUL	Agenda Item	
Date Received	23rd April 2019	Officer	Mary Collins
Target Date	18th June 2019		
Ward	Queen Ediths		
Site	3 Luard Close		
Proposal	Demolition of existing 3-bedroom dwelling, and replace with a new 4-bedroom dwelling, including new bike shed and bin store.		
Applicant	Mr & Mrs G Pomeroy 3 Sedley Taylor Road		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The proposed development would respect the character and appearance of the surrounding area. - The proposed development would not have any significant adverse impact on the amenity of surrounding occupiers. - The proposed development would provide accessible living accommodation and a good level of indoor and outdoor amenity for future occupiers.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site is situated on the southern side of Luard Close and is currently occupied by a detached dwelling which is set back from the road frontage behind a garden and benefits from a large garden to the rear. To the rear of the property are the school grounds of The Perse Upper School. Opposite the

application site are the rear gardens to properties in Luard Road.

- 1.2 The land at Luard Close was occupied by the buildings associated with Trinity Farm until the late 1930s and remained undeveloped until the 7 detached properties on Luard Close were constructed in the early 1960's.

2.0 THE PROPOSAL

- 2.1 Planning permission is sought for the demolition of the existing detached 3-bedroom dwelling and its replacement with a new 4-bedroom dwelling, including new bike shed and bin store.
- 2.2 The existing dwelling has a footprint of 10.5 metres wide by 7.5 metres deep. The front of the proposed dwelling would occupy a similar position in relation to the street and the two storey section would be approximately 14 metres wide by 11 metres deep with the single storey side extension at the eastern end, 3.5 metres wide by 8.6 metres deep. The proposed dwelling would be wider and deeper than the existing dwelling.
- 2.3 The principal elevation would consist of two, two storey projections to either end with hipped roofs and a central porch with a lean to roof over.
- 2.4 To the rear elevation the proposed dwelling would have two, two storey gable projections and a linking two storey flat roofed section. To the eastern end the proposed dwelling would have a single storey section.
- 2.5 External materials would be slate for the roofs and brick for the walls with a central section of zinc cladding to the rear elevations.
- 2.6 To the rear roof slope solar panels are proposed and to the front roof slope, roof lights are to be inserted.
- 2.7 The bin store would be situated to the front of the new dwelling and a bike store to the rear garden is proposed
- 2.8 During the course of the planning application revised plans have been received showing the scale of the proposed dwelling reduced by lowering the eaves level and ridge height and the

proposed gables to the front elevation have been removed and replaced with hipped roofs.

2.9 The application is accompanied by the following supporting information:

1. Design Statement
2. Drawings

3.0 SITE HISTORY

None

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 28 31 32 33 35 36 50 51 55 56 57 59 81 82

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

Central Government	National Planning Policy Framework 2019
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Guidance	<p>National Planning Practice Guidance 2019</p> <p>Circular 11/95 – The Use of Conditions in Planning Permissions (Annex A)</p> <p>Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)</p> <p>Cambridge City Council (May 2007) – Sustainable Design and Construction Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001).</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>Cycle Parking Guide for New Residential Developments (2010)</p>
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6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Control)

- 6.1 3 Luard Close does not at present benefit from an existing motor vehicular access.
Recommend conditions attached if minded to approve regarding:
- Pedestrian visibility splays
 - Driveway to 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.
 - Use of bound material for proposed drive

Environmental Health

- 6.2 In the interests of amenity, recommend the conditions:
- Demolition/Construction collection/delivery hours
 - Piling
 - Mitigation of airborne dust
 - Contaminated land – Previously Unidentified Contamination

Plant Noise

Note in the sustainability section of the Design & Access Statement that an air source heat pump (ASHP) is being considered. Please note that with regards to ASHP's – these are largely considered Permitted Development and as such, Environmental Health have very limited input at the planning stage.

Sustainable Drainage Engineer

- 6.3 The proposals have not indicated a surface water drainage strategy however, as this is a minor development and there are no surface water flood risk issues, it would be acceptable to obtain this information by way of conditions.
- 6.4 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:

Objection

- 2 Luard Close
- 4 Luard Close

Support

- 5 Luard Close

7.2 The representations can be summarised as follows:

Out of keeping and out of scale with the nature of dwellings in the close. The building is inappropriate due to its mass, bulk, height and overall scale compared to neighbouring houses.

Over-bearing and due to excessive overshadowing, negative impact on the day light levels to the kitchen/living area and the bedrooms on the east side of the property at number 2, as well as reducing the levels of sunlight to garden.

Loss of privacy posed by the third floor, the two windows and roof light proposed for the western elevation of number 3. The building will similarly have a negative impact to the surrounding properties overlooking and shadowing the neighbouring houses as well as the velux windows to the third floor.

The additional height then has a further impact on sunlight to garden, conservatory and front rooms.

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

Context of site, design and external spaces

8.1 The replacement dwelling is acceptable in principle and in accordance with policy 3 of the Cambridge Local Plan 2018.

- 8.2 The properties in Luard Close are all individually designed and unique, however they share similar characteristics, in terms of scale, mass orientation, number of storeys, ridge and eaves height and plot size and this gives a cohesiveness to the cluster of houses.
- 8.3 The proposed dwelling would be deeper, wider and higher than the dwelling it is proposed to replace and would have a larger scale compared to existing properties to either side of it at 2 and 4 Luard Close. Although the ridge of the proposed dwelling is higher than its neighbours to either side, the eaves are in line and this provides a degree of continuity along the street.
- 8.4 During the course of the planning application an amendment has been negotiated and the massing of the proposed dwelling has been reduced by lowering the eaves level and ridge height and the proposed gables to the front elevation have been removed and replaced with hipped roofs. This has ensured that the design is integrated better into its context.
- 8.5 The ridge line is in line with the apex of the proposed gables to the front and rear. The amount of front roof slope is in proportion with the gables and the design reads as a cohesive whole. The proposed dwelling is considered to be in proportion with the size of dwellings to either side. The design of the proposed dwelling picks up on other features seen on properties in the close such as double height projections to the front.
- 8.6 There is also adequate visual spacing retained to either side of the proposed dwelling to enable the dwelling to assimilate into its surroundings and I consider the proposed scale and appearance of the proposed dwelling respects the context of its surroundings and would not be visually prominent or out of keeping with the appearance of the street scene.
- 8.7 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57 and 59.

Amenity for future occupiers of the site

- 8.8 Policy 50 relates to residential space standards and states that new residential units will be permitted where their gross internal floor areas meet or exceed the residential space standards set

out in the Government's Technical housing standards – nationally described space standard (2015) or successor document.

8.9 The proposed dwelling would exceed the standards. In this regard, it would provide a high-quality internal living environment for the future occupants in my opinion. The gross internal floor space measurements for the dwelling in this application is 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	4 Plus attic rooms	8 plus	3	130	302 over two floors	+172

8.10 The rear garden is large and in my opinion the proposal maintains an adequate level of residential amenity for future occupiers and I consider that it is compliant with Cambridge Local Plan (2018) policies 50, 51 and 56.

Accessible homes

8.11 The development has been assessed for compliance with Policy 51 and complies with the requirements of Part M4 (2) of the Building Regulations. I have recommended a condition to secure this requirement.

Residential Amenity

Impact on amenity of neighbouring occupiers

8.12 The property at 2 Luard Close has been granted planning permission recently under reference 19/0599/FUL for two storey side and rear extensions. The representation from this property raise concerns about loss of light to their kitchen, bedroom and garden and raises concerns about the accuracy of the shadow plans. I am of the opinion that although the proposed dwelling would be closer to this dwelling and would be deeper, that the proposal would not have any further detrimental impact on this property in terms of loss of light. The kitchen and bedroom windows both benefit from a rear facing window and given the

separation of the proposal from this dwelling, I consider that these rooms would not be detrimentally impacted by loss of light.

Given the position of the proposed dwelling, to the east of this property, I consider any overshadowing would not be detrimental.

- 8.13 With respect to views available from the second floor rear elevation, given that a roof extension to the existing property could be carried out under permitted development rights and given the inset from the boundary, I am of the opinion that this would not result in a detrimental loss of privacy through overlooking. With respect to loss of privacy through overlooking from windows to the side elevations at first floor, I recommend a condition requiring the windows at first floor on the west elevation to be obscure glazed.
- 8.14 The front of the proposed dwelling would be constructed in line with the existing detached property to the east at 4 Luard Close. This property has a conservatory to the side which has glazing to all sides.
- 8.15 The proposed dwelling would have a similar eaves height in relation to this neighbour and would retain approximately the same separation at two storey level with the proposed dwelling having hipped roof rather than a gable to this side which would reduce the impact of the proposed dwelling
- 8.16 The proposed single storey side element to the proposed dwelling is not considered to be detrimental to this dwelling, given its single storey scale and its inset from the boundary. Given the orientation of the conservatory in relation to the single storey side element, it is considered that there would not be a detrimental loss of light or overshadowing from this element. Given that the existing dwelling could be extended at single storey level to the side under permitted development, I am of the opinion that this single storey element would not be detrimental. The two storey part of the proposed dwelling would be marginally closer to 4 Luard Close than existing however I do not consider this would have any significant adverse impact on the conservatory as it is glazed on all sides and would as a result retain adequate light and outlook.

8.17 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, 57 and 35.

Car and Cycle Parking

8.18 Two parking spaces are proposed on the application site and these would meet standards laid out in Appendix L of the Cambridge Local Plan 2018.

8.19 The position of a bike shed in the rear garden has been indicated on the submitted drawings however no other details have been submitted. I am satisfied that there is space at the application site for a secure and covered cycle store for and will require elevational details by condition.

8.20 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 82.

9.0 CONCLUSION

9.1 In my opinion, the proposed development would respect the character and appearance of the surrounding area and would not have an adverse impact upon the area, the neighbouring properties or the future occupants of the development.

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. 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)

7. If previously unidentified contamination is encountered whilst undertaking the development, works shall immediately cease on site until the Local Planning Authority has been notified and the additional contamination has been fully assessed and an appropriate remediation and validation/reporting scheme agreed with the Local Planning Authority. Remedial actions shall then be implemented in line with the agreed remediation scheme and a validation report will be provided to the LPA for consideration.

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.

8. 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 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, details of all SuDS features;
- 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) 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 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 increased flood risk on or off site resulting from the proposed development. (Cambridge Local Plan 2018 policy 31)

9. 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 buildings 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 drainage systems that are not publically adopted, in accordance with the requirements of paragraphs 163 and 165 of the National Planning Policy Framework. (Cambridge Local Plan 2018 policy 31)

10. 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)

11. 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))

12. Full details of facilities for the covered, secure parking of bicycles shall be submitted to and approved by the local planning authority in writing. The approved facilities shall be provided in accordance with the approved details before use of the development commences and thereafter permanently retained.

Reason: To ensure satisfactory provision for the secure storage of bicycles. (Cambridge Local Plan 2018 policy 82)

13. The proposed drive shall be constructed using a bound material to prevent debris spreading onto the adopted public highway.

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

14. The proposed driveway 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.

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

15. Two pedestrian visibility splays of 2m x 2m shall be provided each side of both the vehicular accesses to the proposed development. The splays are to be measured from and along the highway boundary. Such splays shall be within the red line of the site and shall thereafter be maintained free from obstruction exceeding 0.6m above the level of the adopted public highway.

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

16. Prior to the occupation of the development, hereby permitted, the windows at first floor on the west elevation 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 and 57).

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: Cambridge City Council recommends the use of low NOx boilers i.e. appliances that meet a dry NOx emission rating of 40mg/kWh, to minimise emissions from the development that may impact on air quality.

Reason: To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development, to contribute toward National Air Quality Objectives in accordance with the National Planning Policy Framework (NPPF), Policy 36 of the Cambridge Local Plan 2018 and in accordance with Cambridge City Councils adopted Air Quality Action Plan (2018)

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

Application Number	18/2009/FUL	Agenda Item	
Date Received	20th December 2018	Officer	Mairead O'Sullivan
Target Date	14th February 2019		
Ward	Market		
Site	1 Pikes Walk		
Proposal	Single storey rear extension to provide an additional dwelling, second floor rear extension to existing flat and additional window to ground floor side elevation.		
Applicant	Megahart Developments Ltd. c/o Agent		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The proposed new dwelling would provide a satisfactory level of amenity for future occupiers - The design of the extension and new dwelling are considered to preserve and enhance the character and amenity of the Conservation Area - The proposal is not considered to have any significant adverse impact on the amenity of surrounding occupiers.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site is a three storey building currently containing 3 flats. The site lies to the rear of King Street fronting onto Christ's Pieces which is designated as Protected Open Space.

- 1.2 The site lies within the designated City Centre. The site falls within the Historic Core of the Central Conservation Area. The site lies within the Controlled Parking Zone. The site lies in an Air Quality Management Area.

2.0 THE PROPOSAL

- 2.1 The application seeks full planning permission for a single storey dwelling at ground floor and a second-floor extension to the existing flat. An additional window is proposed in the ground floor side elevation. The application follows on from a previously refused application and dismissed appeal for a similar proposal. The reason for refusal was as follows:

The single storey extension to provide an additional residential unit will occupy the whole of the existing courtyard and remove the ability of occupiers of the existing flats to access this space. As a result, occupiers of these flats will not have access to adequately secure and accessible cycle parking arrangements. Due to the central location of the site, with no off-street car parking provision, occupiers of these flats are likely to rely on cycling as their primary mode of transport. Cycle crime is high within the city centre and therefore residents need to have the ability to securely store their bicycles. As a result the proposal is not considered to provide an adequate level of amenity for future occupiers contrary to Cambridge Local Plan (2006) policies 3/10 and 8/6.

- 2.2 The applicant has since amended the plans to provide some outdoor amenity space for both the new dwelling and existing ground floor flat. Cycle parking is also provided for both the new dwelling and ground floor flat. The plans have also been amended to respond to the Conservation Officer's comments on the previous application.
- 2.3 The application proposes an infill at ground floor to provide an additional dwelling. This has been revised since submission to ensure that a small courtyard is retained by the occupier of the ground floor flat. The dwelling would have a cycle parking space within the main house in a store under the stairs. The ground floor proposal includes increasing the height of the existing boundary wall onto Christ Pieces with a low-pitched roof appearing above the wall. A window and two new openings are proposed in the wall and ground floor of the building. An

extension is proposed to the second floor flat. This would mimic the existing roof pitch and be clad in metal.

3.0 SITE HISTORY

Reference	Description	Outcome
C/97/0023	Change of use of house in multiple occupation (HMO) to one one-bedroomed flat and two two-bedroomed flats.	Permitted
17/1950/FUL	Single storey rear extension to provide an additional dwelling, second floor rear extension to existing flat and additional window to ground floor side elevation.	Refused (Appeal dismissed – see appendix 1)

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 Plan 2018	1 3 10 28 31 32 50 51 52 55 56 57 58 59 61 81 82

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

<p>Central Government Guidance</p>	<p>National Planning Policy Framework 2019</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>
<p>Previous Supplementary Planning Documents</p> <p>(These documents, prepared to support policies in the 2006 local plan are no longer SPDs, but are still material considerations.)</p>	<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>Material Considerations</p>	<p><u>City Wide Guidance</u></p> <p>Air Quality in Cambridge – Developers Guide (2008)</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p>

	Cycle Parking Guide for New Residential Developments (2010)
	<u>Area Guidelines</u> Cambridge Historic Core Conservation Area Appraisal (2015)

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 No objection: Any future residents would not be eligible for parking permits, other than visitor permits, within the Resident's Parking Scheme. This should be included as an informative. Further informatives to let the applicant know that any works to the highway would require the Highway Authorities permission and costs would be borne by the developer, the development cannot drain onto the public highway and no windows, doors or foundation footings should encroach upon the highway.

Environmental Health

- 6.2 No objection: In the interest of amenity of amenity conditions are recommended to restrict hours for constructions and collections/deliveries to/from the site during construction.

Refuse and Recycling

- 6.3 No objection: The property will need three bins. There is an option for smaller capacity bins. Residents or managing agents will need to place bins at the corner or Pikes Walk and King Street for collection.

Urban Design and Conservation Team

- 6.4 No objection: The applicant has provided additional information since the previous application which overcome the Conservation team's concerns. The level of glazing to the south elevation has been reduced. The applicant has confirmed that there is a streetlight adjacent to the site so there are no longer concerns about light pollution from the new dwelling. The new door inserted into the wall would need to be of appropriate materials and detailing. Conditions are recommended in relation

to brickwork, glazing and windows, roof details and metalwork details.

Head of Streets and Open Spaces (Landscape Team)

- 6.5 Objection: Policy 50 requires all new residential properties have access to an area of private external amenity space. The courtyard is small and contains bins and cycle storage, however given the proximity to Christ's Pieces this is considered adequate. 3 bins must be provided. Further cycle parking should be provided. Question where bin storage for existing flats will be. The amenity space to the existing ground floor flat will be lost. Policy 31 requires all flat roofs to be green.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

- 6.6 No objection.
- 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/occupier of the following addresses have made representations:

- 98 King Street
- 27 Epworth Court

- 7.2 The representations can be summarised as follows:

- The proposed extension would block light to dining room and roof terrace of 98 King Street
- Ground floor extension will enclose garden
- Concerned about damage to boundary wall
- Loss of privacy to ground floor bedroom
- Inadequate space for refuse storage and cycle parking
- Loss of courtyard for existing residents of 1 Pikes Walk
- Support the Conservation Officer's comments about materials
- Have requested that Councillor Bick calls the application in to planning committee

- Request assurances that care will be taken to ensure no damage to the garden wall of Epworth Court and that detailed plans are provided as to how this will be achieved.
- Note that the plans assume that the planting in Epworth Court will hide the roofline of the new structure

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. Carbon reduction and sustainable design
4. Water management and flood risk
5. Light pollution, noise, vibration, air quality, odour and dust
6. Inclusive access
7. Residential amenity
8. Refuse arrangements
9. Highway safety
10. Car and cycle parking
11. Third party representations

Principle of Development

8.2 The application proposes to subdivide the existing plot to provide the new dwelling in the existing courtyard and therefore policy 52 is relevant. This policy states that subdivision of an existing residential plot will only be permitted where a) the form, height and layout is appropriate to the surrounding character, b) there is sufficient garden space for the proposed and retained dwellings and any important trees are retained, c) the privacy of the new and neighbouring dwellings are respected, d) adequate amenity space, vehicular access and parking arrangements are available for the new and retained dwellings and e) there is no detrimental effect on the potential comprehensive development of the wider area. I will cover criteria a – d under the relevant headings below. Criterion e is not considered relevant.

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

- 8.3 The Conservation Team had concerns about the level of glazing in the previous application. This was reduced as part of revisions to the plans. The Conservation Team have confirmed as part of this application that the reduction would overcome their concerns. The applicant has confirmed that there is a street light adjacent to the site so the proposal would not cause any further light pollution. The Conservation team have recommended seven conditions to deal with the detailed design of the proposal. I am recommending all seven conditions.
- 8.4 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 58, 59 and 61.

Carbon reduction and sustainable design

- 8.5 In accordance with Cambridge Local Plan (2018) policy 28, I have recommended conditions for carbon reduction and water efficiency measures, which in my opinion are reasonable and achievable.
- 8.6 In my opinion the applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with Cambridge Local Plan (2018) policy 28 and the Sustainable Design and Construction SPD 2007.

Integrated water management and flood risk

- 8.7 The Drainage Officer has confirmed that there is no objection to the proposal on flood risk grounds.
- 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.

Inclusive access

- 8.9 A condition is recommended to ensure the proposal complies with Part M4(2) of Building Regulations in line with the requirements of policy 51 of the local plan.

8.10 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 51.

Residential Amenity

Impact on amenity of neighbouring occupiers

8.11 The footprint, scale and massing of the proposal is broadly similar to the previous application. My recommendation on this element of the proposal remains unchanged and I have repeated the assessment below.

8.12 The single storey extension would be sited directly adjacent to the garden of 98 King Street. This element has been designed to have a low height and shallow pitched roof with the highest element set significantly away from the garden of no.98. Whilst the proposal would block some view of Christ Pieces from this space, I do not consider it would result in any significant enclosure given the low height and shallow pitch of the roof.

8.13 Concerns have been raised about the impact of the second floor extension on light into the first floor dining room and roof terrace of 98 King Street. I have been on site and observed that the proposal would have some impact on light but this would be for a limited time in the morning in winter when the sun is low in the sky. This element would also have a marginal impact on views from the dining room into Christ's Piece but given that the extension is set away from this window, I do not consider it would result in any significant enclosure to this occupier.

8.14 The nearest window on the second floor extension would be obscure glazed. Whilst there are additional windows in the side of the second floor extension, I am satisfied that these would not result in any significant overlooking of the garden or rear windows of 98 King Street given their siting towards Christ's Pieces.

8.15 The Environmental Health Officer has no objection to the proposal and recommends that conditions are imposed to restrict construction hours and collection/delivery hours during construction to protect the amenity of adjoining properties. I consider this reasonable and recommend both conditions.

8.16 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

8.17 The new dwelling meets with the minimum internal space standards. A small area of external amenity space is proposed to the new flat. This accommodates the required three bins and could accommodate a small table and chairs as well as circulation space. The previous application did not provide any external amenity space to the existing ground floor flat. This was not a reason for refusal as the application was determined prior to the 2018 local plan when the council did not require dwellings to have access to private external amenity space. A small courtyard garden is shown for the ground floor flat. Although this is a small space it would provide enough space for a clothes horse or table and chairs. Given the proximity of the site to Christ's Piece's the small size of the private external amenity spaces is considered to be acceptable.

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	37	37	0

Size of external amenity space: New dwelling - 4sqm (excluding bin store)

Existing flat – 4sqm

8.18 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 and 52.

Refuse Arrangements

- 8.19 Three bins are shown to be accommodated within the curtilage of the new dwelling. A condition is recommended requiring details of a store to accommodate the bins. A low sliding door structure would ensure the bins are separated from the courtyard garden. The existing flats do not have any bin and have their refuse collecting in bags.
- 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 has no objection to the proposal. I have recommended their suggested informatives.
- 8.22 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

- 8.23 the site lies within the Controlled parking zone so the car free nature of the proposed dwelling can be realistically enforced in line with policy 82.
- 8.24 The removal of the ability of the ground floor flat to accommodate secure cycle parking was the reason for refusal in the previous application. This was upheld at appeal by the Planning Inspectorate.
- 8.25 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 82.

Third Party Representations

- 8.26 I will address any matters raised by the third party representations which have not been covered within the body of my report in the below table.

Representation	Response
The proposed extension would block light to dining room and roof terrace of 98 King Street	See paragraph 8.13

Ground floor extension will enclose garden	See paragraph 8.12
Concerned about damage to boundary wall	Damage to adjoining properties is a civil matter and cannot be considered as part of the planning application.
Loss of privacy to ground floor bedroom	See 8.14
Inadequate space for refuse storage and cycle parking	See paragraph 8.19
Loss of courtyard for existing residents of 1 Pikes Walk	A small courtyard is now proposed to be retained by the ground floor flat.
Support the Conservation Officer's comments about materials	Noted. The Conservation Officer has removed their objection.
Have requested that Councillor Bick calls the application in to planning committee	No call-in request has been received.
Request assurances that care will be taken to ensure no damage to the garden wall of Epworth Court and that detailed plans are provided as to how this will be achieved.	Damage to adjoining properties is a civil matter and cannot be considered as part of the planning application.
Note that the plans assume that the planting in Epworth Court will hide the roofline of the new structure	The development does not require planting in Epworth court to screen the roof and should this be removed the proposal would remain acceptable.

9.0 CONCLUSION

- 9.1 The proposed dwelling would provide a satisfactory living environment for future occupiers while retaining some external amenity space for the ground floor flat. Secure cycle storage is provided for both the new flat and existing ground floor flat. The proposal is considered to respect the amenity of surrounding occupiers. The development is considered to preserve and enhance the character and appearance of the Conservation Area.

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. Prior to the occupation of the dwelling hereby approved details of a covered bin store shall be submitted to and approved in writing by the Local Planning Authority. The store shall be constructed in accordance with the approved details prior to the occupation of the dwelling and retained thereafter.

Reason: To ensure adequate bin storage facilities are provided for the new dwelling (Cambridge Local Plan 2018 policies 52 and 56)

6. The cycle store within the host dwelling at 1 Pikes Walk shall be accessible to the occupiers of the new dwelling hereby approved in perpetuity.

Reason: To ensure adequate secure cycle storage is provided to the occupier of the new dwelling (Cambridge Local Plan 2018 policies 52 and 82)

7. 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).

8. Prior to first occupation of the dwelling hereby permitted, carbon reduction measures shall be implemented in accordance with a Carbon Reduction Statement that has been submitted to and approved in writing by the local planning authority prior to implementation. This shall demonstrate that the dwelling shall achieve reductions in CO2 emissions of 19% below the Target Emission Rate of the 2013 edition of Part L of the Building Regulations, and shall include the following details:
 - A) Levels of carbon reduction achieved at each stage of the energy hierarchy;
 - B) A summary table showing the percentage improvement in Dwelling Emission Rate over the Target Emission Rate for each proposed unit;
Where on-site renewable or low carbon technologies are proposed, the statement shall also include:
 - C) A schedule of proposed on-site renewable energy technologies, their location, design, and a maintenance programme; and
 - D) Details of any mitigation measures required to maintain amenity and prevent nuisance.

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 development does not give rise to unacceptable pollution (Cambridge Local Plan 2018, Policies 28, 35 and 36).

9. Prior to the occupation of the dwelling hereby permitted, water efficiency measures shall be implemented in accordance with a specification based on the Water Efficiency Calculator Methodology or the Fitting Approach sets out in Part G of the Building Regulations 2010 (2015 edition) that has been submitted to and approved in writing by the local planning authority prior to implementation. This shall demonstrate that the dwelling is able to achieve a design standard of water use of no more than 110 litres/person/day.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 Policy 28).

10. 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)

11. Notwithstanding the provisions of Schedule 2, Part 1, Class 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 provision within the curtilage of the dwellinghouse hereby permitted of any building or enclosure, swimming or other pool shall not be allowed without the granting of specific planning permission.

Reason: To protect the external amenity space for the future occupants (Cambridge Local Plan 2018 policies 52, 55, and 57).

12. All new brickwork shall match exactly the historic work nearby in terms of bond, mortar mix design, joint thickness, pointing technique, brick dimension, colour and texture, etc.

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

13. 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 policies 57 and 61)

14. Prior to the installation of any glazing in the windows/doors/screens/roofs/stairwells or other glazed features within the development, full details of glass type(s) to be used shall be 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 ensure that the appearance of the external surfaces is appropriate to avoid harm to the special interest of the Conservation Area. (Cambridge Local Plan 2018 policy 61)

15. The new ground floor window on the south elevation shall match exactly the existing on the first floor in every respect including material, style, moulding detail and workmanship, and shall be recessed at least 50/75mm back from the face of the wall/façade unless otherwise agreed in writing by the Local Planning Authority.

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

16. No new windows shall be constructed in the existing building, nor existing windows altered until drawings at a scale of 1:10 of details of new or altered sills, lintels, jambs, transoms, and mullions 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)

17. 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)

18. Prior to the commencement of any new or altered metalwork, full details, in terms of materials, fixing, surface finish & colour, of all new / altered metalwork [stairs, balustrades, grilles, railings, brackets, window frames, columns, etc.] are to be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be undertaken in accordance with the agreed details unless the Local Planning Authority agrees to any variation in writing

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



Appeal Decision

Site visit made on 11 September 2018

by **David Troy BSc (Hons) MA MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 17th September 2018.

Appeal Ref: APP/Q0505/W/18/3198474

1 Pikes Walk, Cambridge CB1 1LF

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Megahart Developments Ltd against the decision of Cambridge City Council.
 - The application Ref 17/1950/FUL, dated 13 November 2017, was refused by notice dated 12 January 2018.
 - The development proposed is single storey rear extension to provide an additional dwelling, second floor rear extension to existing flat and additional window to ground floor side elevation.
-

Decision

1. The appeal is dismissed.

Procedural Matters

2. Since the determination of the application the revised National Planning Policy Framework was published in July 2018. The main parties have been consulted in relation to this appeal. I have therefore considered the development against the relevant aims and objectives of the revised Framework.
3. I have used the Council's description of the development in reaching my decision as it more fully describes the details of the development than that given on the original planning application form. The appellant's appeal form also makes reference to the updated description.

Main Issue

4. The main issue is whether the proposed development makes appropriate provision for secure cycle parking for the existing and proposed flats.

Reasons

5. The appeal site comprises of a three storey building converted into three flats with a small courtyard within the centre of Cambridge. Access to the flats is via a communal entrance from Pikes Walk. The proposal would involve a single storey rear extension within the small courtyard area to provide an additional dwelling and a second floor rear extension.
6. The proposed development provides one cycle parking space for the proposed dwelling in accordance with the Council's Cycle Parking Standards. The appellant highlights that the supporting text of the Council's Cycle Parking Standards advises that some flexibility will be applied to applications where it

<https://www.gov.uk/planning-inspectorate>

can be demonstrated that land constraints may make application of the standards difficult for change of use or refurbishment. The existing flats at first and second floor level do not have access to the small courtyard at the rear and it cannot be assumed that they ever will based on the evidence before me. I therefore do not consider that it is reasonable for the proposed development to remedy the existing deficiencies in cycle parking provision for these flats and as such, does not justify withholding permission on these grounds in this case.

7. However, whilst I recognise the site is constrained and within an central location with good public transport links and public cycle parking facilities available nearby, this proposal involves the infilling of the existing small courtyard that provides an amenity space and the opportunity for secure cycling for the existing ground floor rear flat. The Council has indicated that the site is within an area of high cycle theft. However, whilst the appellant proposes to allocate an area under the stairs at ground floor level in the main building for 3 no. bicycles for the occupants of the existing flats, from my site visit and from the evidence provided it does not clearly show how this area would provide adequate and secure cycle storage provision in this case.
8. Consequently, in the absence of any convincing evidence to the contrary, I conclude that the development would not make appropriate provision for secure cycle facilities. It would conflict with Policies 3/10 and 8/6 of the Cambridge Local Plan 2006. These policies, amongst other things, seek to ensure that new residential development within the curtilage of existing properties will not be permitted if it provides inadequate parking spaces for the proposed and existing properties and ensure adequate on-site cycle parking is provided in accordance with the Council's Cycle Parking Standards in order encourage cycling and reduce theft.

Other Matters

9. I have noted the other developments in the area drawn to my attention by the appellant. However, the developments on Regents Street and Newmarket Road involve the conversion of existing buildings rather than new build schemes and have different development and locational characteristics to the appeal scheme. Based on the limited evidence provided I am not convinced the circumstances are compellingly similar to the appeal proposal. I therefore accord these limited weight as precedents in this case.
10. I have considered the various benefits put forward by the appellant that the proposal would bring, including providing an additional dwelling to boost the housing supply within an accessible location and making use of an under-utilised previously developed site. While I have given them some weight, these modest benefits would not be sufficient to outweigh the harm I have identified. For all these reasons, there are no other material considerations to outweigh the development plan conflicts identified.

Conclusion

11. For the reasons given above, and having regard to all other matters raised, I conclude that the appeal should be dismissed.

David Troy

INSPECTOR

Application Number	19/0720FUL	Agenda Item	
Date Received	23 rd May 2019	Officer	Alice Young
Target Date	18 th July 2019		
Ward	Trumpington		
Site	Unit 2, Cambridge Railway Station, Station Road, Cambridge Cambridgeshire CB1 2JH		
Proposal	Change of use to A4 (Drinking establishment), use of external space for outdoor seating and installation of lighting and signage to front and side elevation.		
Applicant	Steve Mann		

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 or the street scene - The proposal is considered not to cause excessive noise and disturbance to adjoining occupiers.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 Unit 2, Cambridge Railway Station, also known as the old ticket office, is a two-storey building on the eastern side of Cambridge Place, south of Cambridge Station's main entrance. The building is part of the Cambridge Railway Station and as such is grade II listed. The application site falls within the New Town and Glisson Road Conservation Area as well as Controlled Parking Zone T.

2.0 THE PROPOSAL

- 2.1 The proposal seeks planning permission for the change of use of the unit to A4 (Drinking establishment) as well as the use of external space for outdoor seating and installation of external lighting.
- 2.2 An accompanying application for the Listed Building Consent proposes internal works and the addition of signage and lighting.
- 2.3 The application is accompanied by the following supporting information:
1. Design and access statement
 2. Drawings
 3. Ventilation specification

3.0 SITE HISTORY

Reference	Description	Outcome
19/0721/LBC	Change of use to A4 (Drinking establishment) with associated internal alterations and installation of lighting and signage to front and side elevation.	Pending decision
17/0929/LBC	Demolition of the retained single storey extension to the front of the Lost Property (A51) located on the front elevation of the Southern Range of the Station. Reconstruction of new facade after demolition and all new windows will be identical to those already approved for the right hand side of the front elevation to the new restaurant	Granted

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 Plan 2018	1, 21 28, 35 55, 56, 59, 61, 64, 65 82

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

Central Government Guidance	National Planning Policy Framework February 2019 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 Cambridgeshire Design Guide For Streets and Public Realm (2007) New Town and Glisson Road Conservation Area Appraisal (2012)

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Control)

6.1 No comment on the behalf of the Highway Authority.

Urban Design and Conservation team

6.2 The development proposed is acceptable subject to the imposition of the condition(s) outlined below.

- New partitions
- Fixings to historic fabric
- Fixing of windows and obscure glazing
- Flues
- Lighting schemes
- Flooring

Environmental Health

6.3 Initial comments: There is insufficient information in order to comment on the application regarding the type of cooking and odour impact clarification. Recommended conditions/informative:

- Construction hours
- Plant insulation
- Hours of use
- Collection/delivery hours
- Plant noise insulation informative

6.4 Subsequent information submitted: The development proposed is acceptable subject to the imposition of the conditions/informative outlined previously. I raised concerns regarding the odour impact from the proposed onsite cooking and requested further clarification on the type of food to be prepared / cooked on site and the potential impact from odour emissions via the existing extract terminations. An email has been submitted by the architect Dale Robinson dated 2nd July 2019 which confirms that all cooking facilities will be filtered internally via a recirculating unit and not discharged into atmosphere. This is acceptable and addresses my previous concern.

Access Officer

- 6.5 Double doors will need to be powered or be asymmetrical with one leaf being at least 850mm and having an opening force of less than 20N. The bar needs dropped height counter and a hearing loop. Good signage and colour contrast of décor is needed for visually impaired people. The request for street tables and chairs should be denied, it is on a very busy street, it is not suitable for furniture and if granted it will break the 1980 Highways Act, the spirit of local guidance and the local authority's Equality Act duty. All toilet doors must open outwards or have the release hinges in case someone collapse in the toilet
- 6.6 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 Camcycle have made a representation. The representation can be summarised as follows:
- No objection to the application under policy 82, however, the proposed bike stands could be used by commuter or abandoned bikes. Arrangements should be out in place to ensure the stands are kept clear of non-customer bikes.
- 7.3 A representation has also been submitted by 2 Spillers Mill, whose comments can be summarised as follows:
- Requesting what the opening times are. Concerns raised regarding the noise and disturbance caused by the use.
- 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

Principle of Development

- 8.1 Policy 21 states that development within the Station Areas West and Clifton Road Area of Major Change will support the continued and complete regeneration of vibrant, mixed-use

areas of the city, centred around and accessible to a high quality and improved transport interchange. The policy also states that A4 uses are considered a principal land use in this area. Given the mix of uses within the area and the vibrancy this gives, the proposal would add to this and is acceptable in principle.

Context of site, design and external spaces and the impact on the Conservation Area and the setting of the Listed Building

- 8.2 The proposal consists of the change of use to A4 as well as the associated signage, lighting and external seating. The change of use within this context is considered acceptable due to its sustainable location, adjacent to the railway station, bus stop and the station cycle parking,
- 8.3 The exterior of the application site would remain as existing except for the outside seating and lighting. Given that there are other examples of outside seating within the surrounding station area, I do not consider that this would be out of character with the area or negatively impact upon the character or appearance of the conservation area or the setting of the Listed Building. The proposal also includes LED up and down wall lights at regular intervals. Therefore, it is considered that the proposal would not adversely impact upon the street scene and would preserve and enhance the character and appearance of the conservation area.
- 8.4 By virtue of the location, adjacent to the Railway Station, and associated cycle storage, bus station and within walking distance from the city centre, it is considered that the proposal is in a sustainable location.
- 8.5 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 55, 56, 59, 61.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.6 As the proposal would not extend the existing footprint, the proposal would not result in any overbearing or overshadowing to neighbouring residential properties. Whilst the proposal

would include outside seating, given the separation distance between the outside seating and the residential flats to the south and south-west and the opening hours, the proposal would not result in a significant increase in noise and disturbance to the surrounding residential flats. To prevent excessive noise and disturbance during the construction process, a construction hours condition and a collection and delivery hours condition are recommended. Alongside this, the hours of use would be conditioned. The Environmental Health Officer has raised concerns regarding plant noise and has recommended a condition to control this.

- 8.7 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 56 (58) and 35.

Accessibility

- 8.8 The Access Officer raises concerns regarding the proposed street furniture obstructing the pavement, decreasing the accessibility for passers-by. However, as the proposed outside seating would not project further than the previous extension (which was demolished under 17/0929/LBC) or project further than the application site boundary, the proposal would not encroach upon the pedestrian pavement. As such, the proposed seating would not unduly restrict the accessibility of the surrounding area. The Access Officer also makes recommendations for alterations to the internal aspects of the proposal. Accommodations have been made within the scheme to provide an accessible WC and entrance door leafs which are larger than the 850mm minimum stated by the Access Officer. Furthermore the agent has stated that where achievable, a dropped bar will be provided and décor will be contrasting.

Car and Cycle Parking

- 8.9 The proposal provides eight cycle parking spaces for the future customers. This is considered acceptable given the internal floorspace of the unit alongside the sustainable location and prevalence of other cycle parking within the Station area. Camcycle have raised concerns regarding this specific cycle parking being used for abandoned bikes and commuters. However, given the amount of cycle parking provided within the

station cycle parking facilities, it is considered that this would be unlikely to occur.

- 8.10 In my opinion the proposal is compliant with Cambridge Local Plan (2018) policy 82.

9.0 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. The permitted use hereby approved shall not be open to members of the public outside the hours of 07:00-23:00 Monday-Friday, 10:00-23:00 Saturdays and 12:00-22:00 Sundays and Bank Holidays.

Reason: In the interests of amenity (Cambridge Local Plan 2018, policy 56).

5. 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)

6. Prior to the installation of plant, a scheme for the insulation of the plant 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 hereby permitted is commenced.

Reason: In the interests of amenity (Cambridge Local Plan 2018, policy 35).

INFORMATIVE: To satisfy standard condition C62 (Noise Insulation), 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 noise 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 guard against any creeping background noise in the area and prevent unreasonable noise 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 a noise 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 a noise assessment as described within this informative.

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