



Cambridge City Council Planning

Date: Tuesday, 17 December 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

Member Briefing - Five year housing supply/housing delivery test update

Time: 9:00am to 10am (aim to finish 9:50am).

Officers: Caroline Hunt and Jenny Nuttycombe from the Planning Policy team.

The briefing is not open to members of the public.

Agenda

1 Order of Agenda

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

- **Part One**
Major Planning Applications
Start time: 10am

- **Part Two**
Minor/Other Planning Applications
Start time: 12.30pm

- **Part Three**
General and Enforcement Items
Start time: At conclusion of Part Two

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.

- 2 Apologies
- 3 Declarations of Interest
- 4 Minutes (Pages 19 - 36)
- Part 1: Major Planning Applications (10am)**
- 5 19/1159/FUL - Park Street Car Park (Pages 37 - 94)
- 6 19/0718/REM - 295-301 Histon Road (Pages 95 - 116)
- Part 2: Minor/Other Planning Applications (12:30pm)**
- 7 19/0560/FUL - Land rear of 5-17 New Square (Pages 117 - 166)
- 8 19/0964/FUL - 1 Regent Street (Pages 167 - 178)
- 9 19/0651/FUL - 23 Barrow Road (Pages 179 - 188)
- 10 19/0183/FUL - 3 Saxon Street (Pages 189 - 198)
- 11 19/1317/FUL - 95B Glebe Road (Pages 199 - 206)
- 12 19/0630/FUL - 2 Mill Road (Pages 207 - 216)

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

Alternates: Herbert, Porrer and Thornburrow

Information for the public

The public may record (e.g. film, audio, tweet, blog) meetings which are open to the public. For details go to:

www.cambridge.gov.uk/have-your-say-at-committee-meetings

For full information about committee meetings, committee reports, councillors and the democratic process:

- Website: <http://democracy.cambridge.gov.uk>
- Email: democratic.services@cambridge.gov.uk
- Phone: 01223 457000

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.

This page is intentionally left blank

PLANNING

6 November 2019

10.00 am - 4.30 pm

Present:

Planning Committee Members: Councillors Sargeant (Vice-Chair, in the Chair), Baigent, Lord, Page-Croft, Thornburrow and Tunnacliffe

Officers:

Assistant Director Delivery: Sharon Brown (for 19/0512/FUL only)

Delivery Manager Development Management: Nigel Blazeby

Transport Assessment Manager (Cambridgeshire County Council): David Allatt

Principal Planner: Lorraine Casey

Principal Planner: Ganesh Gnanamoorthy

Principal Planner: Lewis Tomlinson

Senior Planner: Mairead O'Sullivan

Senior Planner: Andy White

Senior Planner: Alice Young

Senior Planning Policy Officer: Bruce Waller

Legal Adviser: Keith Barber

Committee Manager: James Goddard

Committee Manager: Sarah Steed

FOR THE INFORMATION OF THE COUNCIL**19/69/Plan Apologies**

Apologies were received from Councillors Smart (Councillor Thornburrow attended as the Alternate), Green and McQueen (neither for whom did an Alternate attend).

19/70/Plan Declarations of Interest

Name	Item	Interest
Councillors Baigent and Sargeant	All	Personal: Member of Cambridge Cycling Campaign.
Councillor Sargeant	All	Personal: Member of Area Bus Users.
Councillor Page-Croft	19/84/Plan	Personal: Had visited the site but had not made any decision

		concerning the application prior to its consideration at Committee.
Councillor Tunnacliffe	19/85/Plan	Personal and prejudicial: Knew the Applicant.

19/71/Plan Minutes

The minutes of the meeting held on 4 September and 2 October were approved as a correct record and signed by the Chair.

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

19/72/Plan 19/0512/FUL - Grafton Centre, Fitzroy Street

The Committee received an application for full planning permission.

The application sought approval for the redevelopment of the existing bus turning head and redundant service area to provide a 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 and pedestrian and cycle routes.

The Senior Planner updated her report:

- i. Referenced paragraph 8.19. The Environmental Health Officer had suggested that the developer could make a financial contribution towards additional electric vehicle charging points at the Grafton East Car Park to mitigate against any impacts to air quality resulting from the proposal. The Senior Planner considered that the charging points were not required so did not recommend seeking contributions.
- ii. Would seek delegated powers to deal with the detail of the recommended conditions relative to the triggers for conditions 5, 6, 19, 23 and 36.

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

- i. Expressed concern the building was unattractive, too big/bulky and too high.
- ii. There was no parking provided on-site. Visitors may park in nearby residential streets some of which had restrictions limiting parking to

residents only between 09:00-17:00, except for Stafford Street which was 09:00-20:00. The hotel signposted visitors to park in local public car parks, at £18/day. It was disappointing that the developer had not negotiated a discounted rate for hotel visitors to use the car park.

- iii. The tree lined boulevard mentioned in the Supplementary Planning Document was an aspiration. The application would not deliver the two lines of trees along East Road.
- iv. The proposed hotel would dominate neighbours.
- v. The application would cause pollution. Requested an air monitoring station be included in the development to monitor the impact of (hotel) traffic on air quality.
- vi. East Road would become single carriageway in future.

Mr Newton (Applicant's Agent) addressed the Committee in support of the application.

Councillor Robertson (Ward Councillor) addressed the Committee to outline four concerns about the application:

- i. Trees on East Road. The application would not deliver the two lines of trees along East Road as set out in the Supplementary Planning Document; the opportunity to secure them should not be missed.
- ii. Height of new building. Flats opposite the application site had two floors below ground level and would be visually dominated by the proposed hotel.
- iii. Insufficient bike racks for staff and visitors. It was unacceptable for hotel guests to store cycles in their rooms due to insufficient parking provision within the application.
- iv. Travel Plan for hotel.
 - a. Some neighbouring residential streets had restrictions limiting parking to residents only between 09:00-17:00. Other near-by streets had no restrictions. Hotel guests could take residents' spaces.
 - b. The Developer should have done a deal with the Council to provide discounted parking fees in local car parks. This was not something which could be controlled by a planning condition and the Committee should be aware of this prior to making its decision.

Councillor Bick (Ward Councillor) addressed the Committee about the application:

- i. He expressed scepticism regarding the proposal.
- ii. Acknowledged the Applicant was willing to discuss issues with stakeholders.
- iii. Welcomed Greater Cambridge Partnership's (GCP) future plans to narrow East Road to manage road space. This could impact on congestion and cycle safety as the East Road work was not being undertaken as part of a joined-up scheme.
- iv. GCP had not adopted a comprehensive Transport Strategy to tackle congestion.
- v. It would be hard for the Committee to reject the application based on the impact of a future GCP Transport Strategy.
- vi. The application would humanise the brutal streetscape in East Road. There were unattractive buildings and four lanes of traffic at present. The application could improve these in conjunction with the GCP Transport Strategy.
- vii. Sought clarification on three questions that could be answered as part of the Committee's discussion of this item:
 - a. Referred to paragraph 6.3 of the Officer's report and sought reassurance that further public realm improvements would be secured to the general area in future and this would not be limited to just the hotel application.
 - b. Sought reassurance that if an extra crossing was installed in front of the hotel it would not negatively impact on the Burleigh/Norfolk Street crossing by making pedestrians wait longer.
 - c. Sought reassurance that more than two bus stops would be provided if required in future.

The Transport Assessment Manager addressed the Committee to clarify the Highway Authority's position:

- i. Summarised the GCP/Highway Authority's response to transport concerns.
- ii. Gave reassurance that if an extra crossing was installed in front of the hotel it would not negatively impact on the Burleigh/Norfolk Street crossing.
- iii. Gave reassurance that as the area changed there would be scope to change the transport provision eg the number of bus stops.

The Senior Planning Policy Officer addressed the Committee to clarify the planning policy position regarding the provision of hotel rooms.

- i. The number of hotel rooms expected in and around Cambridge was 2,500. Approximately 1,000 had been built since the 2012 Visitor Accommodation Study was undertaken, a further 600 had planning

permission. The study is due to be refreshed as the situation had changed since 2012.

- ii. This planning application would bring strategic benefits to the area particularly as the number of visitors to the City was increasing.

The Committee:

Considered using the Adjourned Decision Protocol (ADP). The Committee **resolved (by 5 votes to 0)** it was minded to refuse the application. Members specified design; scale; the drop off facilities for disabled guests; highway work impact on residents; the over provision of hotel rooms in Cambridge; and highway safety as indicative of minded to refuse reasons.

Members were invited to consider deferring today's determination of the application rather than to apply the ADP because of the nature of the minded to refuse reasons.

Councillor Page-Croft proposed and Councillor Thornburrow seconded a proposal to defer a decision on the application without invoking the ADP.

Resolved (by 5 votes to 1) to defer determination of the application to allow for further consideration/work to address the indicative minded to refuse reasons relating to:

- i. Design, scale and massing.
- ii. Drop off arrangements for disabled guests.
- iii. Impact of the highway works on residents to the south of the site on East Road.
- iv. Cumulative impact of overprovision of hotel rooms.
- v. Highway safety in respect of public realm improvements to East Road.
- vi. Lack of sufficient accessible cycle parking.

19/73/Plan 19/1034/FUL - 66-80B Colville Road

The Committee received an application for full planning permission.

The application sought approval for the demolition of the existing flats 66-80B Colville Road and the erection of 69 affordable dwellings, including 6 houses and 63 apartments, including resident and public car parking, landscaping and associated works

The Principal Planner updated his report by referring to the Amendment Sheet and introducing two further - conditions 31 and 32 for inclusion consequent to advice from the Environmental Health Officer.

Councillor Thornburrow proposed an amendment to the Officer's recommendation that a new condition should require two electric vehicle charging points to be installed in the disabled bays and two at the front of the parking area (instead of rear).

The amendments were **carried unanimously**.

The Committee:

Unanimously resolved to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report, subject to:

- i. the planning conditions set out in the Officer's report; [and]
- ii. the following additional conditions:
 - a. 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)

- b. 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.

- c. 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:
1. Include details of the volumes and types of material proposed to be imported or reused on site
 2. Include details of the proposed source(s) of the imported or reused material
 3. Include details of the chemical testing for ALL material to be undertaken before placement onto the site.
 4. Include the results of the chemical testing which must show the material is suitable for use on the development
 5. 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.

- d. Notwithstanding the plans hereby approved, and prior to first occupation, an amended plan showing the location of electric vehicle charging points shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall be carried out in accordance with the approved detail.

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).

19/74/Plan 18/0090/FUL - 63 New Street

The Committee received an application for full planning permission.

The application sought approval for the erection of a residential development containing 10 flats comprising 3, 2-bed units, 6, 1-bed units and 1 studio unit along with 1 car parking space and cycle parking following demolition of the existing buildings on site.

The Committee:

Unanimously resolved to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report, and subject to the conditions recommended by the Officer.

19/75/Plan 18/1552/S73 - 8 Seymour Street

The Committee received a s73 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

On the basis this application does not call for any s106 Agreement the Principal Planner updated his report by referring to the Amendment Sheet which amended his recommendation as follows:

APPROVE subject to ~~completion of the s106 Agreement and the~~ following conditions:

The Committee received a representation in objection to the application from a resident of Seymour Street:

- i. The original application included a cut out section of the building. This was removed since the Objector moved into the neighbouring property.
- ii. Expressed concern about loss of light and ventilation as a result of the current application which could impact on the Objector's health.

Mr Brand (Applicant) addressed the Committee in support of the application.

The Committee:

Resolved (by 4 votes to 1) to grant the application for planning permission in accordance with the Officer's amended recommendation, for the reasons set out in the Officer's report, subject to the conditions recommended by the Officer.

19/76/Plan 19/0992/FUL - 2 Green End Road

The Committee received an application for full planning permission.

The application sought approval for the conversion and minor external works to the existing 4 bed dwelling to create 4 1bed dwellings, including the insertion of 4 dormer windows and alterations to the window openings, cycle and bin store provision and associated works.

The Principal Planner referred to the amendments contained in the Amendment Sheet.

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

The representation covered the following issues:

- i. The resident was disabled and required access to their property at all times.
- ii. The development was for 4 dwellings, which could accommodate 8 people and therefore 8 cars being parked at the development. The chance of the resident's driveway being blocked was high, which was a big concern for the resident.
- iii. Questioned what would be done to prevent the driveway being blocked.
- iv. The development could be used for Air B n B's, and therefore it was unlikely that there would be long term residents living in the development.
- v. The development encroached on the residential amenity of the resident.
- vi. The development was overdevelopment of the site.
- vii. The design of the development gave a sense of being 'squeezed' by the resident.

The Committee:

Unanimously resolved to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report, subject to the conditions recommended by the Officer and to the amendments contained within the Amendment Sheet.

19/77/Plan 18/1499/S73 - Jubilee House, 3 Hooper Street

The Committee received a section 73 application to vary condition 2 (approved drawings) of permission 15/1194/FUL (change of use from office (B1a) to form 2 x 2 bed and 6 x 1 bed residential units (C3) along with a 3 storey rear extension, with roof terrace, and alterations) to allow alterations to the approved balcony balustrading.

The Senior Planning Officer referred to condition 7 contained in the Amendment Sheet and further updated condition 7 at the committee meeting:

7. Within three months of the granting of permission, the 1.7m Pilkington level 5 obscure glazed balcony screens, as shown on drawing no 106.305.C2, shall be installed in accordance with the approved details and the obscure glazed balcony screens shall be retained in accordance with the approved details in perpetuity. There shall be no further use of the balcony until the obscure glazed screens subject to this condition have been installed in accordance with the approved details.

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

The Committee:

Unanimously resolved to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report, and subject to the conditions recommended by the Officer plus the amendment to condition 7 as verbally updated at the committee meeting.

19/78/Plan 19/0859/FUL - 33 Porson Road

The Committee received an application for full planning permission.

The application sought approval for the erection of a new 2 storey dwelling, incorporating rear roof terraces, following the demolition of the existing property.

The Senior Planner referred to the need for an additional condition to prevent the flat roof element of the development from being used as an amenity space.

The Committee received representations in objection to the application from two local residents.

The representations covered the following issues:

- i. The development would overlook adjoining properties.
- ii. The scale of the development was disproportionate to its surroundings.
- iii. There had been 14 objections to the application.
- iv. This property was the biggest house on the road and the application proposed to increase the roof height by 10%.
- v. There would be a loss of residential amenity as the increase in the size of the property to the west elevation would mean that the occupants of the development would then be able to look directly into one of the resident's bedrooms.
- vi. The property would extend further than the last extension.
- vii. Expressed concerns regarding the visual impact of the chimney but noted that the Architect had indicated a revised plan would be submitted.

Mr Orsborn (Applicant's Agent) addressed the Committee in support of the application.

The Committee:

Resolved (by 4 votes to 0) to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report, subject to the conditions recommended by the Officer including an additional condition to prevent use of flat-roofed elements of the development from being used as amenity space.

19/79/Plan 19/0896/OUT - Achray Gazeley Road

The Committee received an application for outline planning permission.

The application sought approval for the erection of 2 dwellings with a revised car parking layout for the existing dwelling.

The Senior Planner referred to amendments contained in the Amendment Sheet.

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

The representation covered the following issues:

- i. Asked that planning approval be limited to a single storey dwelling.
- ii. A two-storey development would threaten the privacy of Fairfield in Gazeley Road, 8 Clay Farm houses and properties in Wingate Way.
- iii. Existing hedges, trees and fences provided inadequate protection against the loss of privacy.
- iv. There was precedent for single storey developments on Gazeley Road.
- v. Archay provided a boundary between low density housing in Gazeley Road and higher density on Clay Farm, this demarcation should be retained to maintain the character of the area.
- vi. A bungalow on the site would meet housing need in Cambridge for a high quality, single storey, large property.
- vii. Access to the site was difficult because Gazeley Road was a private single lane with a narrow entrance / exit on to Trumpington Road.
- viii. High density housing would exacerbate drainage problems to the rear of properties on Clay Farm Drive.

Mr Anderson (Applicant's Agent) addressed the Committee in support of the application.

The Committee:

Resolved (by 4 votes to 1) to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report, and subject to the conditions recommended by the Officer including the additional condition and the revised text to the condition contained in the Amendment Sheet.

19/80/Plan 19/1048/FUL - Land to the North of Christ the Redeemer Church, Newmarket Road

The Committee received an application for full planning permission.

The application sought approval for the 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.

The Senior Planner updated the Committee on the requirement for additional conditions relating to occupation of the dwellings.

Martin Clarke (Applicant) addressed the Committee in support of the application.

The Committee:

Unanimously resolved to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report, and subject to the conditions recommended by the Officer including the following additional conditions.

Condition 10

No person shall occupy any of the 5 homeless accommodation units hereby permitted unless such person shall have first been approved in writing by Cambridge City Council as an individual meeting the qualifying homeless resident status in accordance with the Cambridge City Council's Housing First Tenant Selection Criteria, as defined within the Housing First for Cambridge Proposals for Expansion and Development dated January 2019 as amended.

Reason: To meet the need for accommodation for homeless people within Cambridge in accordance with Policy 47 of the Cambridge Local Plan.

Condition 11

The warden unit shall only be occupied by a warden/keyworker offering out of hours support to the residents of the temporary homes hereby approved.

Reason: To meet the need for accommodation for homeless people within Cambridge in accordance with Policy 47 of the Cambridge Local Plan.

19/81/Plan 18/1805/FUL - Land to the rear of 89-91 DeFreville Avenue

The Committee received an application for full planning permission.

The application sought approval for the erection of a single storey 2 bed dwelling.

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

The representation covered the following issues:

- i. The Officer's report contained errors and omissions and failed to interpret objections correctly.
- ii. The previously approved application had lapsed and should not be used as an authority to approve the current application.
- iii. The Committee had approved a new Boathouse which was located in front of his house and towered above it.
- iv. The Planning Officer had not visited his property and had little knowledge of how the development would enclose and dominate his property on the eastern side.

Mr Langley (Applicant) addressed the Committee in support of the application.

The Committee:

Unanimously resolved to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report, and subject to the conditions recommended by the Officer.

19/82/Plan 18/1397/FUL - 38 Ramsden Square

The Committee received an application for full planning permission.

The application sought approval for: the erection of an attached building containing 2 dwellings, single storey rear extension following the demolition of the existing conservatory and rear box dormer with Juliet balcony to the main dwelling and the retrospective subdivision of the main dwelling into 2 flats.

Mr Stothard (Applicant's Agent) addressed the Committee in support of the application.

The Committee:

Resolved (by 4 votes to 0) to refuse the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report.

19/83/Plan 19/0329/FUL - Land rear of 386 Milton Road

The Committee received an application for full planning permission.

The application sought approval for the retention of the existing outbuilding for garaging of motor vehicles and cycle storage together with the construction of 1 detached bungalow.

The Senior Planner confirmed that an informative could be added to the permission relating to fire engine access to respond to the Committee's concerns.

The Committee:

Unanimously resolved to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report, and subject to the conditions recommended by the Officer including an informative regarding fire appliance arrangements.

19/84/Plan 19/0484/FUL - 3 Luard Close

The Committee received an application for full planning permission.

The application sought approval for the demolition of existing 3 bed dwelling and the replacement of a new 4 bed dwelling, including a new bike shed and bin store.

The Principal Planner referred to amendments contained in the Amendment Sheet and also recommended an amendment to condition 15 adding a trigger point.

Mr Pomeroy (Applicant) addressed the Committee in support of the application.

In response to Members' concerns the Principal Planner confirmed condition 12 could be amended to include the provision of bin storage facilities.

The Committee:

Unanimously resolved to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report, and subject to the conditions recommended by the Officer including the following amendments to conditions 12 and 15.

Condition 12

Full details of facilities for the covered, secure parking of bicycles and of bin storage 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 and bins. (Cambridge Local Plan 2018 policies 57 and 82)

Condition 15

Prior to the bringing into use of the access points, hereby permitted, 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).

19/85/Plan 18/2009/FUL - 1 Pikes Walk

Councillor Tunnacliffe having declared a personal and prejudicial interest at the beginning of this meeting left the room for the determination of this item taking no part in it.

The Committee received an application for full planning permission.

The application sought approval for a single storey rear extension to provide an additional dwelling, a second-floor rear extension to the existing flat and an additional window to the ground floor side elevation.

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

The representation covered the following issues:

- i. 98 Kings Street had been extended in 1992 with a 2-storey extension, part of which was a former art gallery. The extension took up a considerable amount of the garden space resulting with the balcony at 98 Kings Street becoming its main amenity space.
- ii. The main concern was the loss of light to 98 Kings Street as a result of the development.
- iii. The proposed second floor extension would create a sense of enclosure at 98 Kings Street.
- iv. The balcony at 98 Kings Street was a substantial garden / outdoor space and had been described as a hidden treasure, if the development was built this would be lost forever.

Councillor Bick (Market Ward Councillor) addressed the Committee about the application.

The representation covered the following issues:

- i. Looked to the Committee to safeguard the resident's amenity.
- ii. Expressed concerns about the second-floor extension which added an extra bedroom.
- iii. He disagreed with the statement in paragraph 8.13 of the officer's report which stated that the extension would not add to the enclosure of 98 King's Street. His view was that the resident at 98 King's Street was already living in an enclosed position and any further enclosure was serious. This issue also added importance to the roof terrace.
- iv. The addition of an extra storey would make a significant difference in the context of enclosure which already existed at 98 King's Street.

The Committee:

Resolved (by 2 votes to 0 with 3 abstentions) to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report, and subject to the conditions recommended by the Officer.

19/86/Plan 19/0720/FUL - Unit 2 Cambridge Railway Station, Station Road

The Committee received an application for full planning permission.

The application sought approval for the change of use to A4 (Drinking establishment), the use of external space for outdoor seating and the installation of lighting and signage to the front and side elevation.

The Committee:

Unanimously resolved to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report, and subject to the conditions recommended by the Officer.

The meeting ended at 4.30 pm

CHAIR

Application Number	19/1159/FUL	Agenda Item	
Date Received	21st August 2019	Officer	Ganesh Gnanamoorthy
Target Date	20th November 2019		
Ward	Market		
Site	Park Street Multistorey Car Park Park Street		
Proposal	Demolition of existing multi-storey car park and erection of an aparthotel (Use Class C1) alongside an underground public car park, public cycle store and associated works		
Applicant	Marick Management Ltd & CIP LLP c/o Agent		

<p>SUMMARY</p>	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> - The proposed aparthotel would provide a high standard of visitor accommodation, is of high-quality design and will successfully integrate in the context of surrounding buildings and enhance the character and appearance of the Central Conservation Area, and not cause harm to nearby heritage assets; - The proposed development would re-provide public car and cycle parking facilities whilst encouraging a modal switch to more sustainable transport methods; - The proposed development meets high standards of sustainability with efficient construction materials, Mechanical Ventilation Heat Recovery, Air Source Heat Pumps, biodiverse roofs, EV charging points, and solar panels.
-----------------------	---

0.0 BACKGROUND

- 0.1 This application has been submitted jointly by Marick Management Ltd and Cambridge Investment Partnership (CIP). CIP are a joint venture between Hill Investment Partnership and Cambridge City Council. CIP was set up with a view to helping ensure that the Council's assets were operating as effectively and efficiently as possible. Marick have significant expertise in the hotel industry.
- 0.2 With the above in mind, the application is made under Regulation 3 of the Town and Country Planning General Regulations (1992).
- 0.3 This site had been identified some years ago as a potential site for regeneration. Given the pressing need for housing, the notion of utilising the site for a replacement car park (underground), with housing and a cycle park above, with the potential for ground floor commercial units was approved at a Strategy and Resources Committee in early 2016. In March of the same year, a Planning Guidance Note (entitled 'Park Street Car Park Planning Guidance Note') was produced by the City Council, on the basis of the brief described.
- 0.4 Subsequently, the Council found that a residential scheme would be unviable to achieve, and as such, alternative options for the site have been considered by the Council. This approach was approved by the Council at a Scrutiny Committee in November 2017.
- 0.5 Since the publishing of the guidance note, a new Local Plan has been adopted (2018). Like the previous iteration, this site is not allocated for a particular use.

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 This report relates to a full planning application at the site of the Park Street Car Park, which is located at the junction of Round Church Street and Park Street.
- 1.2 The existing car park was constructed in the 1960's and is in the ownership of the City Council. The car park was seen at the time

as a forward-thinking solution to address congestion in the City. The City Council, to this day, manage the car park.

- 1.3 The application site is, broadly speaking, an irregular quadrilateral shaped plot situated with Park Street to the east and at the junction with Round Church Street to the south. To the north of the site are the rear gardens of properties situated on Portugal Place and the beer garden of the Maypole PH, and to the west are properties along Bridge Street, as well as the truncated Jordan's Yard. To the south lies Round Church Street and the Trinity Union Society (currently a construction site). To the immediate east of the site is Park Street which is lined on the other side with residential properties mainly associated with Jesus College.
- 1.4 The application site has an area of approximately 0.30ha and falls completely within Cambridge City Council jurisdiction. The site is located within the Central Conservation Area which was designated in February 1969 and covers the historic core of Cambridge. The Historic Core Appraisal states that the bulk of the car park intrudes into most aspects of the streetscape.
- 1.5 Although in a conservation area, the car park is not a listed building. In close proximity of the site are a number of listed buildings (Grade I, Grade II and Grade II*) and Buildings of Local Interest (BLI's). These are as follows:
 - 5-10 Park Street
 - 19-44 Lower Park Street
 - Little Trinity & Garden Walls, Gates and Railings
 - Cambridge Union Society Building
 - Church of the Holy Sepulchre (The Round Church)
 - 8, 9-14, 16-18, 28-29, 23-27 Portugal Place
 - Church of St Clement
 - The Baron of Beef PH, The Mitre PH and 15-16 Bridge Street
 - 10-14 Bridge Street and 16 Round Church Street
 - The Chapel at St John's College
- 1.6 The existing car park was constructed in the 1960's and was the first multi-storey car park in Cambridge. The building extends to five storeys in height and is constructed of a variety of materials including brickwork, pre-cast panels, and stone. The existing car park has a height of approximately 15m at its highest point, which

is a staircase tower. The majority of the building sits at 12m in height with no set back at the upper levels.

- 1.7 The current site comprises 390 car parking spaces, 249 cycle parking spaces, public toilets, and a cycle repair shop.
- 1.8 The proposal has been discussed with officers as part of comprehensive pre-application work, as well as presentations to the Design and Conservation Panel and the Disability Panel.

2.0 THE PROPOSAL

- 2.1 The application proposal seeks permission for the demolition of the existing multi-storey car park and erection of a 227-bed aparthotel (Use Class C1) alongside a 225-space underground public car park, public cycle store and associated works.

Aparthotel:

- 2.2 A part four, part five-storey building would provide the aparthotel accommodation, with a four-storey element fronting Park Street and a five-storey section along Round Church Street. The ground floor would host a reception lobby, café/lounge, gym, and some back of house services such as a refuse/recycling store, offices and laundry room. The gym and café would be ancillary to the aparthotel and not function separately as independent uses.
- 2.3 The upper floors would accommodate 227 guest rooms. The guest rooms would all have non-opening windows, would all be en-suite and would have limited kitchenette facilities.
- 2.4 The aparthotel is estimated to create 35 FTE jobs.
- 2.5 The building has been designed to create a new courtyard, linking Park Street to Jordan's Yard, which has been truncated over time. The courtyard, referred to as 'New Jordan's Yard', would be publicly accessible and would be landscaped and provide seating to encourage activation of the space. The yard would be well surveyed by guests and staff of the aparthotel.

Public car park:

- 2.6 Three levels of underground parking are proposed, which would accommodate room for 225 cars.

- 2.7 The car park would provide 209 standard car parking spaces and 16 disabled bays.
- 2.8 The car park would be operated, and managed, by the Council, as per the existing facility. The Council has provided a design specification which the applicants have included in their submission.
- 2.9 The car park would be equipped to provide 100% passive electric charging, with 26 spaces being live at the point of the car park first opening.
- 2.10 Access and exit to the car park would continue to be from Park Street

Public cycle store:

- 2.11 The development would provide a publicly accessible cycle store at ground floor level. The store would provide room to accommodate 270 cycles, including 18 off-gauge cycles. It would be accessed from ...
- 2.12 Provision is also made for 20 motorcycles.
- 2.13 The cycle store would be managed and operated by the Council.
- 2.14 The full planning application is accompanied by the following documents:
 1. Planning Statement.
 2. Design and Access Statement.
 3. Air Quality Assessment.
 4. Arboricultural Impact Assessment.
 5. Archaeological Evaluation.
 6. Construction Management Plan.
 7. Car Park Specification.
 8. Daylight/sunlight report.
 9. Demolition Method Statement.
 10. Drainage Statement.
 11. Ecological Appraisal.
 12. Heritage Impact Assessment.
 13. Landscape Statement.
 14. Noise Assessment.
 15. Statement of Community Involvement.

16. Geo technical and Contaminated Land Investigation.
17. Sustainability Statement.
18. Transport Statement.
19. Travel Plan.
20. Economic Benefit Analysis.
21. Note on hotel Supply and Demand in Cambridge.
22. Verified View Document.
23. Existing and proposed plans and elevations.

3.0 SITE HISTORY

3.1 The most relevant planning history for this site is listed below.

Reference	Description	Outcome
09/1112/FUL	Replace 3no existing H3G antennas with 3 no shared 02/Vodafone antennas on existing support poles. Replace 1no existing H3G equipment cabinet with 1no Vodafone equipment cabinet and install 1no additional equipment cabinet for 02.	Approved
11/0585/FUL	Conversion of existing dis-used cash office (sui generis use) into retail space (Class A1 use) for purpose of bicycle repair and sales.	Approved
18/0043/FUL	Crime prevention measures to Jordan's Yard including timber cladding, mesh to existing fencing and railings to recesses.	Approved

4.0 PUBLICITY

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

5.0 POLICY

5.1 Planning law requires that the application is determined in accordance with the development plan, unless material considerations indicate otherwise.

5.2 The presumption in favour of sustainable development in the NPPF does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not be granted unless material considerations indicate otherwise.

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

5.4 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2018	Local	1, 8, 10, 28, 29, 31, 32, 33, 34 35, 36, 55, 56, 57, 59, 61, 62, 70, 71, 73, 77, 80, 81, 82, 85

5.5 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 (as amended) 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)
Other Material Planning Considerations	<u>City Wide Guidance</u> Public Art SPD 2010
	<u>Area Guidelines</u> Park Street Car Park Planning Guidance Note (2016)

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 The Highways Officer has raised no concerns regarding the proposal.
- 6.2 He has recommended a condition be attached in the event of permission being granted to secure a traffic management plan which will ensure that the development is carried out without prejudicing highway safety.

Urban Design Officer

- 6.3 The Council's Urban Design Officer commented that she was involved in pre-application discussions on this scheme, and she is content with the proposal.
- 6.4 A number of conditions have been suggested in order to secure more detailed design information in order to ensure a high quality appearance is achieved.

Historic England

- 6.5 Historic England has raised no objection to the proposal, stating that the requirements of the NPPF are met by the proposal.

Conservation Officer

- 6.6 The Council's Conservation Officer supports the demolition of the existing car park and acknowledges that the proposed elevations would be a significant improvement. He has concerns over the roof level plant, and potential views of this – highlighting the rooftop bar at the Varsity Hotel, and a specific view along Bridge Street where he considers views of the proposed plant would be achievable.
- 6.7 Conditions have been suggested in order to secure more detailed design information and to ensure a high quality appearance is achieved in the event of permission being granted.

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 statement and BREEAM standards.

Landscape Officer

- 6.9 The Council's Landscape Officer has expressed disappointment with regard to the loss of three trees although has, in principle, supported the provision of three replacement trees along Park Street.
- 6.10 The Officer has suggested a number of conditions be attached in the event of permission being granted.

Tree Officer

- 6.11 The Council's Tree Officer has voiced concerns with regard to the loss of three trees.
- 6.12 The Officer states that these trees offer a significant contribution to the character of the area and contribute to the citywide canopy cover.

Drainage Officer

- 6.13 The Council's Drainage Officer has been consulted on the proposal and has raised no objections.

Environmental Health Officer

- 6.14 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

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

Local Lead Flood Authority (LLFA)

- 6.16 An objection was raised by the LLFA as it was considered that the information provided failed to demonstrate that the proposal complied with policy 32 of the Local Plan.
- 6.17 The applicant has provided additional information, and the LLFA were duly reconsulted. A further response is awaited and will be reported on the amendment sheet.

Developer Contributions Monitoring Officer

- 6.18 The relevant Officer has confirmed that contributions are not required to mitigate the impact of the development.

Enabling (Affordable Housing) Officer

- 6.19 No objection raised. The site is not allocated for housing and so there is no expectation of housing provision of any nature on this site.

Ecology Officer

- 6.20 This Officer welcomed the proposal, noting that it would have a positive ecological impact on the site when compared to the existing. He has recommended conditions be attached in the event of permission being granted so as to ensure further details are provided.

Public Art Officer

- 6.21 No comment received.

Fire and Rescue

6.22 No comment received.

Anglian Water

6.23 No comment received.

Designing Out Crime Officer

6.24 No objection raised. Confirms support for the scheme.

Cadent Gas

6.25 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 and an advertisement placed in the local press.

7.2 143 letters of representation have been received as a result of this process – 116 in support, and 27 objecting. The following properties have made representations:

165 Thoday Street
140 Beresford Road Ely
8 Trumpington Place Addenbrookes Road
29 Mulberry Close
5 St Thomas street Wells
17 Lilywhite Drive
Flat 3-4, Honey Yard East Street
35 Pearl Close
26 Highworth Avenue
The Punter 3 Pound Hill
603 Newmarket Road
50 Ancient meadows
Milton Brewery Pegasus House, Pembroke Ave, Waterbeach
11 Albemarle road
6 Slades Hill Enfield
69 Yeomans Way Littleport

1 St Georges Way Impington
95 Kelsey Crescent
57 Chartfield Road
15 The Crescent
15 Church Road
4B Unity Court Mill Road
68 High street
Trinity College
Lake Farmhouse Rougham Green
29 Shepreth Road Barrington
1 Mere Way
90A flat one Kingswood road London
71a High Street Teversham
1 Green End Road
Flat 11 35 Parkside
Magdalene College Magdalene Street
30 Kingfisher Way Cottenham
130 High Street
55 Rampton Road Willingham
45 kings road
9 Icen Way
9 Portugal Place
32 Kimberley Road
26 Highworth Avenue
31 Gladeside
St. Clements Hill Norwich
1 St Georges Way Impington
63 The Green Weston Colville
26 Orchard Avenue
603 Newmarket Road
46 Eaton Road Eaton Road
9 Hatherdene Close
13 Hardwick Street
St Johns College St Johns Street
Trinity Old Field Grange Road
30 Highworth Avenue
10 Pheasant Rise Bar Hill
7 Springfield Terrace
4 Watsons Lane Little Thetford
17 Beechmere Rise Mochdre
3 Pleasant Valley Saffron Walden
8 Glisson Road
20A Bridge Street
14 Park Parade

11 Park Parade
24 Portugal Place
27 Portugal Place
23 Portugal Place
19 Portugal Place
9 Portugal Place
15 Portugal Street
8 Park Parade
18 Park Parade
12 Park Parade
13 Portugal Place
1 Park Parade
Flat 1 15 Park Parade
12 Beechwood Avenue Bottisham
52 Fen Road Milton
40 Stevenson Rd Longstanton
17 Romsey Road
1 Green End Road
Corfield Court First Floor Flat Staircase G St Johns College
21 Beaufort Place Thompsons Lane
Lode House Cambridge
St Johns College St Johns Street
14 Audric Close
12 Great Eastern Street
9 Covent Garden
9A Thrifts Walk
16 Main Street Hardwick
73 Pelham way Cottenham
24 Highworth Avenue
52 Royal Way Trumpington
107A Milton Road
4 Chancellors Walk
29 Mulberry Close
St Andrews House St Andrews Road
12 Villa Court
23 Elfleda Road
53 Enniskillen Road
44 Downham Road Ely
1 Nursery Walk
70 Perne Road
Foster Farm, Whittlesford
4 Claremont Park Street
Copperfield, 9A Hinton Way Great Shelford
37 Barrow Road

5 Middle Street Thriplow
2 Hedgerley Close
49 Leete Road
28 Gilbert Road
1 Sladwell Close
17 Cambridge Road
The Old Vicarage Thompsons Lane
Jesus College Jesus Lane
Flat 1 15 Park Parade
43 Raeburn House Lapwing Avenue
30 Magdalene Street
16A Bridge Street
31 Magdalene Street
79 Fulbourn Road
34 Trinity Street
26-27 Magdalene Street
29 Bridge Street
29 Magdalene Street
90 Windsor Road
15 Newman Avenue Royston
88 Milton Road
80 Hartington Grove
92 Stanley Road
45 Ventress Farm Court
102 Hills Road
19-20 Market Street
10 Market Hill
18 Rose Crescent
114 Ditton Fields
35 Atkins Close
126 Ditton Fields
73 Godwin Way
20 Charles Lane
Catherine Jones Jewellery, 9 Bridge Street
8 Portugal Place
18 Madingley Road
The Glassworks, Thompsons Lane
33 Bridge Street
Neil Curry Hairdressing, Thompsons Lane

- 7.3 The table below summarises the issues raised, and the relevant section(s) of the report where these are discussed.

Comment made	Officer comment
The impact on local businesses	Please see 8.90
Insufficient consultation by Council	Please see 7.1 and 8.130-8.133
Insufficient consultation by Developer	Please see 8.134-8.136
Highways safety	Please see 8.81-8.84
Car parking provision – too much	Please see 8.89-8.95
Car parking provision – not enough	Please see 8.89-8.95
Loss of on-street disability parking bays	Please see 8.94
Proposal will encourage rough sleeping	Please see 8.74-8.76
Loss of public toilets	8.137-8.141
Contrary to Planning Guidance Note	0.3-0.5 and 8.16
Only minimum sustainability requirements met	8.115-8.119
Insufficient number of electric charging points	8.92-8.93
Possible misleading information by Council Members about the condition of the car park	8.142
Surface water and flood risk	8.103-8.106
Overprovision of hotels	8.2-8.7

- 7.4 Full details of the third-party responses can be found on the Council’s website. A petition has been received which triggered the requirement for a Development Control Forum. The address of the lead petitioner is 8 Portugal Place. The minutes of the DCF Can be found at <https://democracy.cambridge.gov.uk/documents/g3660/Printed%20minutes%2031st-Oct-2019%2010.00%20Development%20Control%20Forum.pdf?T=1>

Camcycle

- 7.5 Camcycle responded to the proposal and raised concerns with regard to whether it was necessary to provide any car parking at all – with the exception of disabled parking bays.
- 7.6 Concerns were also raised with regard to the type of cycle parking, access to the cycle store and access to the car park causing a conflict between vehicles and pedestrians.
- 7.7 The applicant has provided a response to the concerns raised, noting that the design is compliant with Council policy. No additional comments have been received from Camcycle.

Disability Panel

- 7.8 Proposals for the site have been before the Disability Panel on 24th September 2019. The Panel felt that more information was required regarding routes through the hotel, as well as the design of the reception area. Concerns were expressed about the loss of the existing public toilet facilities.
- 7.9 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 an inspection of the site and the surroundings, the main issues are considered to be:
1. Principle of development
 2. Context of site, design and external spaces
 3. Impact on heritage assets
 4. Residential amenity
 5. Refuse and servicing arrangements
 6. Highway safety
 7. Car and cycle parking
 8. Contaminated Land
 9. Integrated Water Management and Flood Risk
 10. Trees and ecology
 11. Energy and Sustainability
 12. Public art

13. S106 contributions
14. Third party representations

Principle of Development

- 8.2 Cambridge Local Plan 2018 policy 77 (Development and expansion of visitor accommodation) states that proposals for high quality visitor accommodation will be supported as part of mixed-use schemes at:
 - a. Old Press/Mill Lane;
 - b. key sites around Parker's Piece;
 - c. land around Cambridge station and the proposed new station serving North East Cambridge; and
 - d. any large windfall sites that come forward in the city centre during the plan period.
- 8.3 The application site is not designated within the current Local Plan, and as such, can be considered to be a windfall site under criterion 'd' above, therefore complying with the desired location for this type of development.
- 8.4 The same policy sets out in the supporting text at para 8.46 that there is a projected requirement for 'around 1,500 new bedrooms over the next 20 years', and this is predicated on a study undertaken in 2012 entitled 'Cambridge Hotel Futures'. It is worthy of note that the figure of 1,500 is not a cap, neither is it a definitive figure. The above-mentioned study explores a number of growth possibilities with the figure of 'around 1500' derived from a medium growth scenario. Indeed, the same study projects a need for in excess of 2000 bedrooms in the event of high growth. The study acknowledges the potential need for a range of type of visitor accommodation and particular reference is made to the need for a 4-star aparthotel.
- 8.5 The NPPF sets out that policies for assessed need should be as a minimum, and this is supported by the Local Plan policy which encourages visitor accommodation on windfall sites such as this. The approach of assessed need being set at a minimum is also confirmed by the use of a figure assuming medium growth, as opposed to high growth.
- 8.6 The applicant has submitted a document produced by Jones Lang LaSalle entitled 'Note on hotel supply and demand in

Cambridge' as part of their submission and this concludes that average occupancy rates in Cambridge during 2017 and 2018 sat at 76%, and that there is demand for more visitor accommodation in Cambridge. Officers have no reason to disagree with the findings of the report submitted by the applicant.

- 8.7 In any event, and as stated above, the policy does not set a ceiling on provision of new visitor accommodation, and with this in mind the principle of development, being located in a highly sustainable city centre location with good public transport links and within walking distance of shops, services and attractions in the city centre, is considered acceptable subject to the material considerations discussed below being satisfactorily met.

Context of site, design and external spaces

- 8.8 The proposal sits in a sensitive location – within the Central Conservation Area and in close proximity of a number of listed buildings and buildings of local interest.
- 8.9 The existing car park is considered to be a negative contributor to the conservation area, and the applicant has worked with Officers to design a proposal which has a significantly improved appearance upon that existing, and integrates well into the wider context. This has included a number of pre-application meetings with Urban Design and Conservation Officers, and pre-application presentations to the Design and Conservation Panel. The design has evolved to a point where Officers are satisfied with the quality of design, and the proposal is considered a significant improvement on the existing situation.
- 8.10 The building would have two very different street elevations - a four storey frontage addressing Park Street, and a five-storey element fronting Round Church Street. The Park Street element has been designed to respond to the residential properties opposite, with design conversations at pre-application stage resulting in a lower scale and a residential quality to the scheme reflecting the domestic scale properties opposite. This is evidenced by the choice of materials and the more residential approach to the roofscape with smaller dormers evident.
- 8.11 The Round Church Street elevation is a storey taller and has a more commercial feel – with wider bays and a less domestic

material palette. This approach responds well to Round Church Street and the transition from residential to commercial character.

- 8.12 The elevational approach has been informed by a number of pre-application discussions with the Council's Urban Design and Conservation Officers, as well as the Design and Conservation Panel. These discussions have resulted in a scheme which provides Officers with sufficient comfort. It is worthy of note that Historic England has raised no objection to the proposal, while the Council's Urban Design and Conservation Officers are in agreement that the scheme represents a significant improvement on the existing situation.
- 8.13 With regard to the setting of the proposed building in its wider context, Officers have considered key views where verified views of the proposal should be provided so as to demonstrate the impact of the proposal within the wider street-scene, and these were requested of the Developer at pre-application stage.
- 8.14 Such a study has been undertaken and the requested views have been submitted as part of this submission. The document details the methodology used to produce the views and it is considered that this is both sound and reasonable. The verified views show existing and proposed views, and it is evident that the proposal is not visible from many of the sensitive locations, and in those where the development would be visible, the views are considered to be a significant improvement on the existing situation. It is worthy of note that the plant at roof level being set back means that this has extremely limited visibility from the public realm, and would not be visible from the sensitive verified views.
- 8.15 The creation of 'New Jordan's Yard' would reintroduce a 'lost' element of the local historic fabric. Jordan's Yard, as existing, has been truncated by virtue of development, and the proposal would reinstate this historic feature.
- 8.16 It is noted that concerns have been raised about the non-compliance of the proposal with the Park Street Car Pak Planning Guidance Note. In particular, scale and mass has been cited as a reason for this application to be refused. It must be noted that the Guidance Note is purely for guidance purposes only, and whilst it is a material planning consideration it holds less weight

than a Supplementary Planning Document (SPD) or Supplementary Planning Guidance (SPG). It is also important to note that the guidance was predicated on the premise of a residential led development, and not a hotel. In addition to this, the surrounding context has changed with the Cambridge Union Society site on the opposite corner of Round Church street gaining permission for a building with a similar overall height. This is now under construction.

- 8.17 The scale and mass of the building has been carefully considered, and there is a greater relief provided to the Maypole Public House with a significant set back of 4 metres provided from first floor level upwards, which is not currently afforded. In addition, the building line steps in on the upper floors facing towards properties on Portugal Place, providing greater relief than the existing building.
- 8.18 Concerns have been raised about the lack of information regarding the detailed design of the reception area and other internal spaces. These details would be subject to detailed design and the level of control planning have over the internal spaces is significantly less in a development of this ilk than in the provision of residential accommodation, where prescribed space standards exist.
- 8.19 It is considered appropriate to attach conditions recommended by the Urban Design and Conservation Officers to secure further details of materials and construction detailing so as to ensure the development is of a sufficiently high quality and responds well to the surrounding context.
- 8.20 It is considered that the form, height and layout of the proposed development is appropriate to the surrounding pattern of development, and is, in officers' opinion compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 59, 61 and 62.

Impact on Heritage Assets

- 8.21 The statutory considerations as set out in section 66(1) and section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990, are matters to which the determining authority must give great weight to when considering schemes which have the potential to impact on heritage assets.

- 8.22 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the legislative context for development that affects the setting of listed buildings:
- 8.23 'In considering whether to grant planning permission for development which affects a listed building or its setting, the Local Planning Authority or, as the case may be, the Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possess.'
- 8.24 Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 makes it a statutory duty for a local planning authority, in the exercise of its planning powers with respect to any buildings or other land within a Conservation Area, to:
- 8.25 'Pay special attention to the desirability of preserving or enhancing the character or appearance of that area'
- 8.26 The Court of Appeal has determined that, in order to give effect to the statutory duties under section 72 (1) and section 66 (1), in respect of development proposed to be carried out within the setting of, or which may impact upon a listed building, or in a conservation area, a decision-maker must a) in respect of listed buildings accord considerable importance and weight to the 'desirability of preserving the listed building, or its setting' and b) in respect of a conservation area give a high priority to the objective of 'preserving or enhancing the character or appearance of the area', when weighing this factor in the balance with other 'material considerations' which have not been given this special statutory status.
- 8.27 Officers have had regard to the statutory duties set out in section 66(1) and section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and in considering this application have given considerable weight and importance to the desirability of preserving the setting of the affected listed buildings and to preserving or enhancing the character and appearance of the affected conservation areas, both sets of which have been detailed below.
- 8.28 Furthermore, officers have taken into account, as a material consideration, the policy guidance in paragraphs 193-196 of the NPPF 2019. Para. 193 of the NPPF states that when considering

the impact of a proposal on the significance of a designated heritage asset, “great weight” should be given to the asset’s conservation (meaning the more important the asset, the greater the weight should be). Para. 194 makes it clear that any harm to, or loss of significance of a heritage asset should require clear and convincing justification. Para. 196 of the NPPF states that where a proposal will lead to less than substantial harm to the significance of a designated heritage asset, such harm should be weighed against the public benefits of the proposal, including its optimum viable use.

8.29 Para. 200 makes it clear that local planning authorities need to look for opportunities for new development within Conservation Areas, World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals which make a positive contribution to the asset or better reveals its significance should be treated favourably.

8.30 In respect of non-designated heritage assets para. 197 of the NPPF states that the effect that a proposal will have on such an asset should be taken into account in determining the application, and in considering such applications a balanced judgment is required having regards to the scale of any harm or loss and the significance of the heritage asset.

8.31 The Council’s Local Plan policies 60 and 61 seek to ensure that new development proposals give due consideration to the impact on heritage assets, including local heritage assets.

8.32 The Council’s Conservation Officer has been consulted on the proposal, as well as Historic England. No objections have been received, subject to the imposition of conditions.

8.33 The heritage assets will be looked at in turn now.

The Central Conservation Area

8.34 The existing car park at the application site is noted in the conservation area appraisal as being a ‘poor quality feature’. The conservation area is significant for a number of reasons including its layout, historic architecture, and in the particular case of Park Street its residential character.

- 8.35 The demolition of the existing car park is considered to be a positive for the conservation area given the current negative contribution it has on the area. The proposed replacement building, although not residential in use, has been designed with a plot-based approach fronting Park Street to ensure that the residential character of Park Street is both respected and enhanced.
- 8.36 With respect to Round Church Street, a more commercial feel is afforded to the proposed development, and this is also considered appropriate given the transition from the more residential scale of Park Street towards the City Centre. The conservation area appraisal describes the dominance of the five storey nature of the existing car park along Round Church Street. Whilst the proposed building would also be five storeys in height, the top storey would be set back to provide significant relief to views along this street.
- 8.37 The creation of New Jordan's Yard would see a historic route through from Bridge Street to Park Street reinstated, improving the legibility of the historic layout.
- 8.38 It is noted that the Council's Heritage Officer has rightly pointed out that the rooftop plant would be visible from some vantage points – in particular he notes the Varsity Hotel rooftop bar as well as possible views from particular locations at street level. Whilst these are valid points, the harm from these limited vantage points is significantly outweighed by the improved appearance of the site within a far greater number of locations within the street-scene. The view from the Varsity is a private view and not a public view and the impact on this view has less weight as other public views which are improved from around the site.
- 8.39 With the above in mind, the proposal is considered to enhance the character and appearance of the Central Conservation Area, and its significance.

5-10 Park Street

- 8.40 This is a terrace of two storey (with roof accommodation) Grade II Listed townhouses, which have a harmonious appearance due to their uniform appearance. The properties are listed by virtue of their repetitive architectural style and execution, and this is a key part of their significance, along with their siting and layout.

8.41 The application site is visible from these properties and can be seen in the same view from various places along Park Street and Round Church Street. The proposed development, by virtue of its improved aesthetic, and set back top storey, would improve the setting and significance of this terrace of properties

19-44 Lower Park Street

8.42 This is a terrace of two storey properties running along Lower Park Street from Park Street to Jesus Green. They are Grade II Listed.

8.43 The uniform appearance and architectural detailing of these properties, along with their sweeping form are key contributors to the significance of this terrace.

8.44 The car park is currently viewed in the same plane as these properties when looking down Lower Park Street from Jesus Green and the proposal would result in an improvement on these views. This is considered to improve how these listed buildings are experienced, and significantly improves their setting.

Little Trinity & Garden Walls, Gates and Railings

8.45 This three storey property dates back to the early 18th century and sits on the corner of Jesus Lane and Park Street. The property fronts Jesus Lane and has a rear elevation facing towards the application site. The property stands taller than those immediately surrounding it which adds to its prominence. The property is Grade II Listed and benefits from rich architectural detailing including strong gable ends with prominent chimneys, varied brickwork and large sash windows.

8.46 Although taller than its immediate surrounding buildings, Little Trinity is shorter in height than the existing car park. The proposal would alter views from Little Trinity, and while the proposed building would maintain a greater height than Little Trinity, the architectural improvements of the proposed elevations against those existing seen in the context of Little Trinity would ensure that the setting of this building would be improved.

Cambridge Union Society Building

- 8.47 This is another Grade II Listed building, and is sited on Round Church Street, opposite the application site. The site is currently undergoing redevelopment which involves the demolition of residential properties along Round Church Street. The significance of the building lies with its architectural merit, although some of this has been lost overtime with additions and alterations. The facades of the original building are being retained and these can be viewed together with the car park from Round Church Street. The proposed development would remove a building of negative architectural merit and would significantly improve the setting of this building from Round Church Street, looking eastwards.

Church of the Holy Sepulchre (The Round Church)

- 8.48 This Grade I Listed church dates back to 1130 and takes its design approach from the rotunda in the Church of the Holy Sepulchre in Jerusalem. The unusual design and stone construction of this building are key parts of its significance. Also adding to its significance is its prominent location. The conservation area appraisal identifies a key view past the church and down Round Church Street which takes in views of the existing car park.
- 8.49 The proposal would enhance this view and the setting of the Round Church by removing the car park and replacing it with a better designed replacement building.
- 8.50 Overall, it is considered that the proposal would have a positive impact on the setting of the Round Church.

8, 9-14, 16-18, 28-29, 23-27 Portugal Place

- 8.51 These properties sit to the north west of the application site and the south eastern properties are described as having a 'sensitive' boundary with the application site in the Planning Guidance Note. These properties date back to as early as the 17th century. Some of the properties are Grade II Listed while others are non-designated heritage assets.
- 8.52 The properties have significance as a group, both visually and as a result of their historic layout including narrow street access,

which was at one time common in Cambridge but has been eroded across a lot of the City.

- 8.53 The narrowness of Portugal Place means that the carpark can only really be experienced from the rear of the properties on the south eastern aspect of Portugal Place. At present, views from these properties are of a large brick mass and core with occasional brick banding.
- 8.54 The proposal would provide a less visually obtrusive appearance from these properties than as existing, with several set back levels providing greater relief and spaciousness, and varied elevational treatments broken up through the arrangement of materials, privacy screens, and planting.
- 8.55 It is considered that the proposal would improve the setting of these heritage assets.

Church of St Clement

- 8.56 This Grade II* church is a prominent feature along Bridge Street and sits to the west of the application site. Its significance is due largely to its historic 'layering' of change, as well as its architectural merit and prominent siting.
- 8.57 Although within the siting of this church, the proposal has been demonstrated by verified views as not being visible from views from the north west. The proposal is considered to cause no harm to the historic significance and importance of this building.

The Baron of Beef PH, The Mitre PH and 15-16 Bridge Street

- 8.58 These buildings sit in a row along Bridge Street and are all Grade II Listed. They date back to between the sixteenth and nineteenth centuries and are have significance due to their surviving built form, while the Mitre PH retains its historic rear yard area. The setting of these properties is most appreciable and more highly valued from Bridge Street. Development to the rear of the properties has eroded the setting of the assets, and the existing car park is considered to have contributed to this.
- 8.59 The proposal would have a neutral impact on the rear setting of these properties and would not cause any harm.

10-14 Bridge Street and 16 Round Church Street

- 8.60 These properties are considered together as they are attached and are sited on the corner of Round Church Street and Bridge Street, directly opposite the Round Church. 10-14 Bridge Street are Grade II Listed. Much of the significance of these properties is due to their prominent siting and proximity to the Round Church. They also have significant architectural merit.
- 8.61 These properties can be experienced in the same views as the application site and the existing car park is considered to be of detriment to these views. The proposal would improve these views and the setting of the buildings by introducing a more appropriate built form and higher quality design.

The Chapel at St John's College

- 8.62 The Chapel sits further to the southwest of the car park than any of the previously discussed heritage assets. This nineteenth century Grade I Listed building has significant value as a result of its design, survival of original fabric and its significant tower.
- 8.63 Although within the setting of this building, the application site and the Chapel are cannot readily be appreciated together, and the proposal would not change the existing spatial relationship. The proposal is not, therefore, considered to affect the setting of this building.

Overall

- 8.64 The development of the site provides for the opportunity to remove an existing negative building and improve upon this by introducing a higher quality modern design within a tight knit historical context. The proposal would, in the round, improve the setting of several nearby listed buildings and improve the character and appearance of the conservation area. The special interest and significance of the nearby heritage assets would be preserved and the development is respectful of their setting. These are significant factors which weigh in favour of granting planning permission.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.65 The development has been designed with the context of neighbouring properties in mind. The nearest residential properties are located on Portugal Place and Park Street. The rear of the properties on Portugal Place currently look onto a sheer brick wall and an external ventilation duct of the car park, broken up by intermittent concrete banding. The proposed building would provide increased separation distances from properties on Portugal Place by virtue of a stepped building line. The properties on Park Street would have an altered view, with the concrete façade of the car park replaced with a better designed and articulated frontage.
- 8.66 The applicant has submitted a sunlight and daylight study with respect to the nearby residential properties, and the report identifies a robust approach to conducting the study. The study concludes that in most instances properties would receive benefits with regard to daylight receipt, with only a small number of properties receiving a minor, and likely unnoticeable negative impact in this regard.
- 8.67 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. With regard to sunlight, the proposed scheme would comply with the BRE levels required in relation to adjoining properties windows.
- 8.68 The new building would appear less overbearing than the existing car park when viewed from both Portugal Place and Park Street, partly due to the stepped building line, and partly due to the improved elevational appearance.
- 8.69 With regard to overlooking, the properties on Portugal Place would have windows introduced on the elevation facing them. These are all to be non-openable and have translucent angled privacy screens fitted over them so as to ensure that there is no overlooking. It is acknowledged that the properties on Park Street will have windows introduced directly opposite them although the

distance between the properties, including the street running between the properties and their setback from the street, ensures that any overlooking would not be harmful. It is recommended that a condition be attached in the event of permission being granted to secure further details of the screens, including cross sections with the windows, to ensure that overlooking is prevented.

- 8.70 It is noted that the application confirms that the aparthotel would not generate worse background noise than the existing condition, however, in order to mitigate the impact of noise from adjoining businesses on hotel guests, the applicant has incorporated non-openable windows and this will ensure that noise from neighbouring properties would have minimal impact upon the guest rooms, and vice versa. With regard to the plant on the rooftop, it is considered appropriate to attach a condition requesting more information regarding the detailed design and equipment type, so as to ensure that the amount of noise generated is of an acceptable level so as to not create noise nuisance.
- 8.71 Officers have assessed the potential impact on the residential amenity of the surrounding occupiers in terms of sunlight, daylight, overlooking, overbearing, noise disturbance, and sense of enclosure. Officers are satisfied that the proposal, due to its design, 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

- 8.72 As with any development of this nature, there could be some adverse impact during the construction phase with regard to noise and dust. 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 and dust during construction and construction hours. Officers have no reason to deviate from the advice given and have recommended these conditions accordingly.
- 8.73 In addition to noise and dust, specific concern has been raised regarding the potential for structural disturbance to properties

during the construction phase. As part of the application submission, a demolition management plan, and geotechnical & contaminated land investigation report have been submitted. These have been scrutinised by both the Environment Agency and the Council's Environmental Health Officers. It is considered that the proposed works can be carried out in a way which does not adversely impact upon neighbouring properties, and it has been recommended that conditions be attached to secure further information, as well as monitoring of works during the construction phase.

- 8.74 The creation of New Jordan's Yard has raised concerns from some residents about potential for increased rough sleeping opportunities, resulting in potential for anti-social behaviour which could adversely impact on neighbouring amenity. The Designing Out Crime Officer at the Police and the Council's rough sleeping team and Housing Officers have been consulted on the proposal and welcome the proposal, considering the proposal to actually have the opposite effect.
- 8.75 The new yard would be well overlooked with activated frontages provided by the hotel café and gym, whilst hotel rooms would also discourage misuse of this space. It is also considered that reintroducing a full route through from Park Street to Bridge Street would also encourage greater use of the space, and potentially reduce anti-social behaviour. The yard would be managed by the hotel and so there would also be active management of the space.
- 8.76 It is considered that the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and that it is compliant with Cambridge Local Plan (2018) policies 35, 55 and 56.

Refuse and Servicing Arrangements

- 8.77 The proposed refuse storage arrangements are shown to be of a logical layout, with close proximity to the highway, and in close proximity of the loading bays. The plans show that refuse and servicing vehicles would be able to safely operate.
- 8.78 The Council's Refuse and Recycling Officer has been consulted on the application and no response has been received.

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

8.80 It is considered that the proposal is compliant in this respect with Cambridge Local Plan (2018) policy 57.

Highway Safety

8.81 The application is supported by a number of plans and documents demonstrating how the development would be able to operate safely with respect to the highway. Relocated disabled parking bays, widened areas of pavement and dedicated loading and guest drop off bays on Round Church Street are all proposed to ensure efficient and safe highway function as a result of the development. In the event of planning permission being granted, a condition could be attached to ensure that the applicant enters into a section 278 agreement with the Highways Authority to deliver the improvements necessary for the highway.

8.82 The Highway Authority has been consulted as part of the application and no objections have been raised. They have suggested that conditions be attached in the event of permission being granted to secure a Traffic Management Plan.

8.83 Concerns have been raised from third parties regarding whether the proposal was to include alterations to traffic management measures including the removal of bollards at the junction of Park Street and Lower Park Street. This does not form part of the application and is not proposed to be altered.

8.84 It is considered that the proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

8.85 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

- 8.86 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. There is no standard for public car parking provision.
- 8.87 The site is located within a highly sustainable location in the heart of the City Centre.
- 8.88 The application proposes a replacement public car park over three levels - all underground. The car park would be able to accommodate 225 vehicles, which is a reduction of 165 spaces in relation to the existing number.
- 8.89 A number of representations have been received on the point of car parking – some suggesting that no parking should be provided at all and others suggesting that a re-provision of the existing amount should be made.
- 8.90 It is acknowledged that the Local Plan seeks to encourage sustainable modes of transport, and a shift away from car reliance. However, there is still a demand for car parking within the City and so the transition to sustainable methods of transport needs to be bought about in a managed way which still allows for choice. The provision of a reduced number of parking spaces will ensure that car parking is still available for those visiting the City Centre and using local businesses and services, whilst also reducing the level of provision that was deemed appropriate when the car park was constructed in the 1960's.
- 8.91 Visitors to the hotel could make use of the public car parking provision, but there are no plans for them to benefit from preferential rates for using this and there would not be any exclusive spaces for hotel use. However, the hotel operator has confirmed that their guests are generally more reliant on public transport methods, and this would support the proposed location of the hotel in the City Centre. A management strategy for the car park and cycle store has been provided, and this includes details of security measures including safety, lighting among other issues. This can be listed as an approved document to ensure compliance with this is achieved.

- 8.92 The car park would have passive provision for all parking spaces to have electric charging points, with 26 spaces having active provision upon the opening of the car park. This is a further attempt at encouraging greener forms of transport, and an approach that is supported by Local Plan policy 82.
- 8.93 The Council's Environmental Health Officer has requested a condition securing the electric charging provision and this is generally supported. However, one part of the condition proposed seeks to have allocated spaces exclusively for electric vehicles with dedicated electric charge points, which is considered to be more of a management issue. This is not a requirement of policy 82 and is not, therefore, required to make the development acceptable, and therefore fails to pass the 'necessary' test set out in Circular 11/95 which conditions need to meet. Officers have, therefore, omitted this element of the condition but have added an informative suggesting that adequate signage should be implemented to ensure that spaces are used appropriately by members of the public.
- 8.94 Concerns have been raised regarding the loss of three on-street blue badge disabled parking bays along Round Church Street. This is unfortunate although a far greater provision of such spaces (sixteen) are being proposed within the car park. In addition, it is noted that there are other grade level disabled parking bays in close proximity, including a row of bays on Jesus Lane which can comfortably accommodate eight cars.
- 8.95 With the above in mind, Officers are content that the level of car parking provision is sufficient to meet the demands of the development proposed, with due consideration for equality, whilst encouraging the use of more sustainable forms of transport.

Cycle Parking

- 8.96 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. As with the car parking standards, there is no requirement for a public cycle store.
- 8.97 The proposal provides a modern facility at ground floor level (it is currently in the basement of the existing car park) and provision

for off-gauge bicycles as well as the more traditional forms. The existing facility accommodates 249 cycles, whilst the proposed would provide 270, an increase of 21 spaces.

- 8.98 The store would be at ground floor level and would have active frontages along New Jordan's Yard, providing a sense of natural surveillance that would act as a deterrent to miscreants.
- 8.99 Officers are satisfied that the proposal promotes the prevalence of sustainable transport methods and provides an acceptable balance between car and cycle parking. The proposal is considered to be compliant with Cambridge Local Plan (2018) policy 82.

Contaminated Land

- 8.100A Geotechnical and Contaminated Land assessment has been submitted as part of the application. This describes both desktop and intrusive studies.
- 8.101 The Council's Environmental Health Officer has reviewed the information provided and is content with the findings. Conditions have been recommended with regard to unexpected contamination and management of materials.
- 8.102 Officers are content that the information provided adequately demonstrates compliance with policy 33 of the Cambridge Local Plan (2018).

Integrated water management and flood risk

- 8.103 The application has been supported by a Flood Risk and Drainage strategy.
- 8.104 The Council's Drainage Officer and the Local Lead Flood Authority have been consulted on the proposal.
- 8.105 The Council's drainage Officer has raised no objection to the proposal.
- 8.106 The Local Lead Authority originally raised concerns regarding the compliance of the scheme with Local Plan policies. Additional information has been submitted. At the time of writing this report, conversations had taken place between the applicant and the

Council's Drainage Officer to satisfy the LLFA, and an update on the outcome of these will be reported prior to committee.

Trees & Ecology

Trees

8.107 The application is accompanied by an arboricultural impact assessment.

8.108 The site, by virtue of its significant built form, currently has very few trees. The proposal would result in the loss of all three trees on the site. The Council's Tree Officer has been consulted on the proposal and has raised an objection to the proposal for this reason.

8.109 The loss of the trees, whilst unfortunate, is required in order to facilitate the excavation of the basement car park, which would not be possible to provide without suffering this loss. The applicant has proposed the planting of replacement trees which would be within the highway, adjacent to the site, rather than within it.

8.110 As well as replacement trees, the proposal seeks to introduce landscaping within New Jordan's Yard and to the Portugal Place elevation and these will more than help to mitigate the loss of the existing trees. Additionally, officers are of the opinion that the scheme could potentially provide more planting within the courtyard and on the building elevations and this could be secured by way of the landscaping condition.

8.111 Subject to condition, the proposal is considered to be compliant with Cambridge Local Plan (2018) policy 71.

Ecology

8.112 An Ecology Appraisal was submitted with the application and details the ecological improvement measures proposed within the scheme. These include biodiverse roofs, green walls, a bee hotel and landscaping.

8.113 The Ecology officer has been consulted as part of the application. He has commented that he is content with the submitted Ecology Appraisal and welcomes the proposed ecological enhancement

features within the built and landscaped environment, which he notes have the potential to create a net gain for biodiversity on the existing site. He has recommended a condition be attached in the event of planning permission being granted to ensure that details of the biodiverse green roof are provided to the Local Planning Authority for approval, in order to ensure that the roof has maximum biodiversity benefits. Additional conditions relating to securing details of the bee hotel and provision of bird and bat boxes are also suggested.

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

Energy and Sustainability

8.115 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 roof
- Use of water harvested from the green roofs for toilet flushing in the hotel
- A predominantly electric-led strategy for the site using Air Source Heat Pumps
- High performance construction materials
- Mechanical Ventilation with Heat Recovery (MVHR)
- Electric vehicle charging points – provision made for potential for all spaces to be fitted with chargers in the future
- Photovoltaic (PV) panels

8.116 The Energy report demonstrates that the approach chosen would achieve a 19% improvement on current Building Regulations reduction in relation to carbon dioxide emissions. A comprehensive approach has been taken to sustainability and the measures proposed combine to form a sustainable development. BREEAM excellent is targeted by the development.

8.117 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.

8.118 It is noted that concerns have been raised about the development not significantly surpassing the criterion set out within policy 28. From a planning perspective, the scheme satisfies the policy requirement, and requiring anything above and beyond this would not be something that can be enforced.

8.119 Officers have no reason to consider the information submitted differently to the Sustainability Officer and with the above in mind the proposal complies with policy 28 and Officers have recommended the suggested conditions accordingly.

Public Art

8.120 The application proposal as a full planning application triggers the requirement for on-site public art. The delivery of public artwork is often influenced by local context and the process of construction can often inform appropriate artwork. A Public Art Delivery Plan can be satisfactorily secured through the imposition of a planning condition. Subject to the imposition of a planning condition, the proposal is compliant with Cambridge Local Plan (2018) policy 56 and the Public Art SPD 2010.

S106 Contributions

8.121 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.

8.122 In bringing forward recommendations in relation to the Planning Obligation for this development these requirements have been considered. The Planning Obligation Strategy (2010) provides a framework for expenditure of financial contributions collected through planning obligations. There are no S106 planning obligations required by this development.

8.123 Officers are satisfied that the proposal accords with Cambridge Local Plan (2018) policy 45 and the Planning Obligation Strategy 2010.

Third Party Representations

8.124 This section addresses issues raised in the representations that have not been covered in the commentary above.

Impact on local businesses

8.125 Concerns have been raised about the impact of the proposal on local businesses, both with regard to during construction, and ongoing due to the reduction car parking spaces in the public car park.

8.126 It is acknowledged that there will be some impact on local businesses in the short term – in particular while there is no car park available. However, given the city centre location of the site, along with the availability of car parking in nearby car parks such as the Grand Arcade and accessible modes of transport into the centre such as park and ride bus services, patrons of local businesses will still be able to frequent the commercial premises in the immediate vicinity. It is also worthy of note that the Council manages other City Centre public car parks and can assist the process by coordinating and directing traffic to other locations – thus minimising disruption and inconvenience.

8.127 The Maypole public house will likely be the business most impacted by the construction works as there will likely be the need to undertake some works from their property, in particular the external courtyard. This will require the agreement of the property in question, and this is not a matter for determination by the planning process.

8.128 Concerns have been raised that the reduced capacity in the new car park would result in a loss of trade to local businesses in the longer term, although it is considered that any impact would be minimal as there will be parking provision, as well as the other parking and transport routes in to the area as described above. It is considered that the addition of a new hotel would result in an audience for local businesses that do not exist with the existing car park. This will likely have a positive impact for the local economy, especially given that guests of the hotel are likely to

stay for two or three nights at a time, rather than a single night.

8.129 It is acknowledged that there may be a short-term impact to local businesses of the proposed development, but it is considered that the proposal will have a longer term benefit for local businesses and the wider Cambridge economy.

Insufficient consultation by Council

8.130 Concerns have been raised with regard to the consultation process carried out by the Local Planning Authority with respect to this planning application.

8.131 The Local Planning Authority have sent letters to properties in the local area, as well as advertising in the local press and erecting site notices in various locations around the site.

8.132 The concerns have noted very specific properties which do not appear on the list of properties who had letters sent directly to them, and this is the reason why a range of methods of advertising are undertaken. Representations have been received from a number of the addresses provided in the letters of representation and this indicates that these properties have not been prejudiced in any way.

8.133 It is considered that the LPA has adequately undertaken its statutory obligations in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Insufficient consultation from the applicants

8.134 It has been raised that the applicant has not adequately engaged with the public on the proposals.

8.135 It is noted that a number of public events have been held to give members of the public an opportunity to provide their thoughts and feedback on the proposals. The scheme has been altered as a result of some of these events and it was acknowledged by the lead petitioner at the Development Control Forum that they had been engaged by the applicants.

8.136 Planning legislation does not require an applicant to undertake consultation with the public on development proposals, and this

cannot form a reason for refusal. However, it is contended that the developer has undertaken significant public engagement and consultation both prior to and during the application.

Loss of public toilets

8.137 The proposal involves the loss of some public toilets which are an integral part of the existing car park. A number of representations have expressed disappointment regarding this.

8.138 Policy 73 of the Development Plan seeks to ensure that community facilities are not lost, unless they can be re-provided either within the new development or elsewhere,

8.139 The existing toilets are in a poor condition and are often closed due to vandalism. The proposal does not propose new public toilets on site.

8.140 There are, however, plans to provide improved public toilet provisions in other locations across the city including at Silver Street for which a planning application is currently with the Local Planning Authority for consideration. In addition, there are alternative facilities in close proximity – both Jesus Green and Quayside are within 400 metres of the application site.

8.141 Given the close proximity to the City Centre where a number of public convenience facilities exist and the proposed strategy of re-providing new public toilets elsewhere, the loss of the public toilets in this location is acceptable, and whilst there is conflict with policy 73 of the Local Plan, significant harm from the loss of this amenity would not arise and the extent of conflict is therefore limited.

Misleading information from Council regarding car park condition

8.142 The structural condition of the existing car park is not a significant or determining material factor in the consideration of this proposal. This point is not, therefore, considered any further.

9.0 CONCLUSION

9.1 The proposal is for the comprehensive redevelopment of the site involving the demolition of existing multi-storey car park and erection of an aparthotel (Use Class C1) alongside an

underground public car park, public cycle store and associated works

- 9.2 The proposed development has had extensive pre-application consultation with a variety of consultees and members of the public prior to its submission. The scheme has been amended significantly to address issues raised during the pre-application stage.
- 9.3 The proposal has been assessed carefully, taking into account the National Planning Policy Framework (NPPF), the Planning Practice Guidance, the statutory requirements of Sections 66(1) and 72(1) of the Town and Country Planning (Listed Building and Conservation Areas) Act 1990, the Cambridge Local Plan (2018), the views of statutory consultees and wider stakeholders as well as all other material planning considerations.
- 9.4 The application has been considered against the relevant policies, and upon assessment, Officers consider that the application complies with national and local policies, and the proposed development be recommended for approval subject to appropriate planning conditions.

10.0 RECOMMENDATION

APPROVE PLANNING PERMISSION subject to the following conditions:

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

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

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

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

- 3 No 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 the superstructure hereby approved, with the exception of demolition and below ground works, full details including samples of all the materials to be used in the construction of the external surfaces of buildings, which includes external features such as non-masonry walling systems, entrance doors, porch and canopies, windows, recessed brick panels, roof cladding, external metal work, balustrades, rain water goods, edge junction and coping details, colours, surface finishes and relationships to glazing and roofing, shall be submitted to and approved in writing by the local planning authority. This may consist of a materials schedule, large-scale drawings and/or samples. Development shall be carried out in accordance with the approved details. Sample panels for both Park Street and Round Church Street elevations (minimum of 1.5x1.5m) of the facing materials to be used shall be erected on site or provided off site and made available for inspection to establish the detailing of bonding, coursing, colour and type of jointing and any special brick patterning/articulation detailing (e.g. soldier coursing, rusticated brickwork detail) shall be agreed in writing with the local planning authority. The quality of finish and materials incorporated in any approved sample panels, which shall not be demolished prior to completion of development unless with the consent of the Local Planning Authority, and 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 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, where relevant, 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).

- 6 Full details of proposed signage 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 and 57).

- 7 Notwithstanding the plans hereby approved, full details of the privacy screens facing Portugal Place properties, including samples of glazing and drawings showing their relationship with the windows behind as well as method of attachment to the wall, shall be submitted to and approved in writing by the Local Planning Authority. The approved privacy screens shall be implemented in accordance with the approved details prior to the occupation of the aparthotel rooms facing Portugal Place and shall be retained in situ in the approved form.

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

HIGHWAYS

- 8 No demolition or construction works shall commence on site until a traffic management plan has been agreed in writing with the Planning Authority and the development shall not be implemented otherwise than in accordance with the traffic management plan as approved by the Planning Authority. 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. The TMP should be a standalone document separate and distinct from any Environmental Construction Management Plan. While the two elements are closely aligned the TMP deals with how the contractor/developer will interact with the adopted public highway an area over which they have limited control.

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

SUSTAINABILITY

- 9 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 maximum credits for Wat 01 (water consumption) and 3 credits for Hea 04 (thermal comfort). 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).

- 10 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).

- 11 The proposed on-site renewable and low carbon technologies set out in the Sustainability Statement (Hoare Lee, Revision R01 12 July 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. Any alterations to the energy strategy and sustainability statement that can deliver greater carbon dioxide emissions reductions or a reduction or elimination of gas usage shall be submitted to and approved in writing by the Council. The details submitted should outline how the altered energy strategy can further reduce carbon dioxide emissions or gas usage from the approved Energy Strategy and Sustainability Statement. 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).

LANDSCAPING

- 12 Hard and soft landscaping: 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).

- 13 Prior to first occupation or the bringing into use of the development, hereby permitted, a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved by the local planning authority in writing. The landscape plan shall be carried out as approved. 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.

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).

- 14 No development above ground level, other than demolition, shall commence until full details of green roofs have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. 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.

Reason: In the interests of responding suitably to climate change and water management (Cambridge Local Plan 2018; Policy 31).

- 15 Details of the irrigation system for the roof gardens and trough/planter planting should be submitted prior to occupation. Details should include water delivery system to planting beds, water source, automatic control system, times and amounts of water to planting beds, system maintenance details (to be included within the Management Plan).

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).

ENV HEALTH/ENV AGENCY

- 16 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).

- 17 Prior to the installation of relevant 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.

The plant noise criteria limits specified within the Applied Acoustic Design Proposed Aparthotel, Park Street, Cambridge Noise Assessment dated 11th July 2019 (Ref: 19132/001/js) at the use hereby approved shall not be exceeded.

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

- 18 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).

- 19 All service collections / dispatches from and deliveries to the approved development including refuse / recycling collections shall only be permitted between the hours of 07:00 to 23:00 Monday to Friday, 08:00 to 13:00 on Saturday. Service collections / dispatches and deliveries are not permitted at any time on Sundays or Public Holidays.

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

- 20 If unexpected land contamination is encountered whilst undertaking the development, works shall immediately cease on site until the Local Planning Authority has been notified and the contamination has been fully assessed and a remediation strategy has been submitted to, and approved by, the Local Planning Authority. Thereafter the development shall not be implemented otherwise than in accordance with the approved remediation scheme.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety and 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).

- 21 Prior to importation or reuse of material for the creation of a piling mat and for use within the landscaping scheme 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.

- 22 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)

- 23 Prior to the installation of any electrical services, an electric vehicle charge point scheme as shown in drawing A100 098 Rev PO 'Proposed Basement Level – 1 (Produced by Dexter Moren Associates and dated 15th July 2019), shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

1. Four slow electric vehicle charge points with a minimum power rating output of 7kW.
2. Twenty two Fast electric vehicle charge point with a minimum power rating of 22kW.
3. The electric vehicle charge points shall be designed and installed in accordance with BS EN 61851 or as superseded.
4. Remaining car parking spaces with infrastructure for the future provision of electric vehicles charge points.

The electric vehicle charge point scheme as approved shall be fully installed prior to the 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) paragraph 105, 110, 170 and 181, Policy 36 - Air Quality, Odour and Dust of the Cambridge Local Plan (2018) and with Cambridge City Council's adopted Air Quality Action Plan (2018).

- 24 Piling or any other foundation designs and 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).

- 25 Prior to the installation of any combustion appliances, technical details and information demonstrating the use of low Nitrogen Oxide (NOx) combustion boilers, i.e., individual boilers that meet a dry NOx emission rating of ≤ 40 mg/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. The details shall include a manufacturer's Nitrogen Oxides (NOx) emission test certificate or other evidence to demonstrate that every boiler installed meets the emissions standard above.

The scheme details as approved shall be fully installed and operational before first occupation and shall be maintained and retained 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 and in accordance with the requirements of the National Planning Policy Framework (NPPF, 2019) paragraphs 170 and 181, policy 36 - Air Quality, Odour and Dust of the Cambridge Local Plan 2018 and Cambridge City Councils adopted Air Quality Action Plan (2018).

- 26 The proposed dust mitigation and monitoring shall be carried out as specified and fully in accordance within the following documents:
- John F Hunt – Dust Risk Assessment – revision 01 – 12th July 2019
 - John F Hunt – Park Street, Cambridge project environmental monitoring report – report reference 001 – 17th October 2019
 - John F Hunt – Construction Environmental Management Plan (CEMP) – Managing the site environment – 15th October 2019 second issue – 20th November 2019.

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 and in accordance with the requirements of the National Planning Policy Framework (NPPF, 2019) paragraphs 170 and 181, policy 36 - Air Quality, Odour and Dust of the Cambridge Local Plan 2018 and Cambridge City Councils adopted Air Quality Action Plan (2018).

NATURE CONSERVATION

- 27 No occupation shall commence until details of the 'bee hotel' have been submitted to and approved in writing by the Local Planning Authority. Details should include target species, proposed scale, number, locations, orientation, materials, fixings, hole sizes, and maintenance requirements. The installation shall be carried out and subsequently maintained in accordance with the approved plans.

Reason: To ensure that proposed ecological enhancement maximize potential biodiversity benefits (Cambridge Local Plan 2018 policy 69).

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

Reason: to provide ecological enhancements for protected species (Cambridge Local Plan 2018 policy 69).

OTHER

- 29 The maximum cumulative stay in the serviced apartments by any individual occupier shall be 90 days in any twelve months period.

Reason: To ensure that the serviced apartments are not used as permanent residential accommodation or student accommodation, which would give rise to substantially different impacts and because the scheme may otherwise require the need for affordable housing, or a formal agreement to occupy with an educational institution. (Cambridge Local Plan 2018 policies 45, 46, 50, 51, 77 and 78).

- 30 The proposed aparthotel shall keep records of the lengths of stay of all guests and shall retain them for 24 months. The said records shall be made available to the local planning authority on request, within seven days.

Reason: To ensure that use of the proposed building only as visitor accommodation can be satisfactorily monitored. (Cambridge Local Plan 2018 policy 77).

- 31 No part of the development hereby approved, with the exception of demolition, shall commence until a scheme and programme for modifications to the public highway along Round Church Street and Park Street, has been submitted to, and approved, by the Local Planning Authority as part of a Section 278 agreement, under the Highways Act 1980.

The highway works shall be implemented in accordance with the approved details prior to the first use of the development, and retained thereafter.

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

- 32 No development above ground level, other than demolition, shall commence (or in accordance with a timetable agreed in writing by the Local Planning Authority), until a Public Art Delivery Plan (PADP) has been submitted to and approved in writing by the Local Planning Authority. The PADP shall include the following:

- a) Details of the public art and artist commission;
- b) Details of how the public art will be delivered, including a timetable for delivery;
- c) Details of the location of the proposed public art on the application site;
- d) The proposed consultation to be undertaken;
- e) Details of how the public art will be maintained;
- f) How the public art would be decommissioned if not permanent;
- g) How repairs would be carried out;
- h) How the public art would be replaced in the event that it is destroyed;

The approved PADP shall be fully implemented in accordance with the approved details and timetabling. 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) and policies 55 and 56 of the Cambridge Local Plan 2018.

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: It is recommended that adequate signage is included in the car park to encourage non-electric car drivers to, where possible, not occupy spaces with electric charge points.

INFORMATIVE: To satisfy standard the condition relating to plant noise, 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: Any material imported into the site for use within a piling mat shall be tested for a full suite of contaminants including metals and petroleum hydrocarbons prior to importation. This material is expected to be tested at a frequency of 1 sample every 100m³ or one per lorry load, whichever is greater. If the material originates from a clean source the developer should contact the Environmental Quality Growth Team for further advice.

INFORMATIVE: For the avoidance of doubt, following implementation of any Permission issued by the Planning Authority in regard to this proposal the hotel hereby approved will not qualify for Residents' Permits within the existing Residents' Parking Schemes operating on surrounding streets.

INFORMATIVE: When writing a Traffic Management Plan (TMP) the applicant should consider the following elements and provide the information as requested. This will make discharging the condition much simpler, faster and more efficient. As will be seen from the details below a TMP need not be a lengthy document however, clarity is key.

1. Site Plan

i. The applicant should provide a site plan at a true scale of 1:200 for smaller sites and 1:500 for larger sites showing the following areas with written dimensions:

- a. Proposed material storage area
- b. Proposed site offices

- c. Proposed car parking area
- d. Proposed manoeuvring space
- e. Proposed access location
- f. Proposed location of any gates
- g. Proposed location of any wheel washing facility or similar.
- h. If the site is to be multi-phased then a plan for each phase should be provided.

2. Movement and control of muck away and delivery vehicles

i. The proposed manoeuvring area for delivery/muck away vehicles, this should include a swept path analysis for the largest vehicle to deliver to the site to demonstrate that this can enter and leave in a forward gear.

ii. If it is not possible to deliver on site or turn within the same, then details of how such deliveries will be controlled will need to be included, for example if delivering to the site while parked on the adopted public highway how will pedestrian, cycle and motor vehicle traffic be controlled?

iii. Delivery times. If the site is served off a main route though the county (and this does not necessarily need to be a A or B class road), or other areas of particular traffic sensitivity (a list of traffic sensitive streets can be requested from the Street Works Team at Streetworks@Cambridgeshire.gov.uk) then delivery and muck away times will need to be restricted to 09.30-16.00hrs Monday to Friday.

iv. If the site is in the vicinity of a school then the applicant should ascertain from the school when their opening/closing times are and tailor the delivery/muck away movements to avoid these. The Highway Authority would suggest that allowing at least 30 minutes either side of the open/closing times will generally ensure that the conflicts between school traffic and site traffic are kept to the minimum.

v. The Highway Authority would seek that any access used by vehicles associated with the site be paved with a bound material (for at least 15m for larger sites) into the site from the boundary of the adopted public highway (please note this is not generally the edge of carriageway), to reduce the likelihood of debris entering the public highway.

vi. Any temporary gates used for site security must be set back at least 15m from the boundary of the adopted public highway to enable a delivery/muck away vehicle to wait wholly off the adopted public highway while the gates are opened and closed, or they must remain open throughout the entire working day.

vii. Normally access to the site should be 5m in width for smaller sites and 6.5m for larger sites, though it is recognised that this may not be practical for small scale developments of one or two units.

3. Contractor parking

- i. If possible all parking associated with the proposed development should be off the adopted public highway.
- ii. Within the area designated for contractor/staff parking each individual bay must be at least 2.5m x 5m, with a 6m reversing space. However, given the nature of the construction industry i.e. that staff tend to arrive and leave site at approximately the same time spaces may be doubled up, i.e. 10m in length, 2.5 wide with a reversing space. A list of number of operatives, staff and trades that will be on site at any one time should be provided to ascertain if the number of spaces being proposed will be acceptable.
- iii. If the site has no potential to provided off street car parking and or only limited numbers the applicant must provide details of how on-street parking will be controlled.

4. Control of dust, mud and debris, in relationship to the operation of the adopted public highway

- i. If it is likely that debris may be dragged on to the adopted public highway the applicant should provide details of how this will be prevented. If a wheel wash or similar is proposed, the details of how the slurry generated by this will be dealt with must be provided, please note it will not be acceptable to drain such slurry onto to over the adopted public highway.
- ii. The Highway Authority would seek that the developer include the following words in any submitted document: The adopted public highway within the vicinity of the site will be swept within an agreed time frame as and when reasonably requested by any officer of the Highway Authority.
- iii. It is recognised that construction traffic occasionally damage the adopted public highway and the developer should include a note stating that such damage will be repaired in a timely manner at no expense to the Highway Authority.

The Traffic Management Plan must relate solely to how the operation of the site will affect the adopted public highway, other information for example noise levels is not a highway matter and should not be included within the plan.

PLANNING COMMITTEE

17th December 2019

Application Number	19/0718/REM	Agenda Item	
Date Received	23rd May 2019	Officer	Lewis Tomlinson
Target Date	22nd August 2019		
Ward	Arbury		
Site	295 - 301 Histon Road		
Proposal	Reserved matters (layout, scale, appearance and landscaping) for the erection of 27 residential units including affordable dwellings following demolition of existing buildings together with associated infrastructure pursuant to application 15/0519/OUT.		
Applicant	N/A 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 make effective use of a previously developed site to create additional housing units; - The design and scale of the proposed development would be acceptable; - The proposed development would not have any significant adverse impact on the residential amenity of the neighbouring occupiers; - The proposal includes 40% affordable dwellings.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site, which is known as the 'Former Scotsdale Laundry and Nursery Site', extends to approximately 0.8 hectares in area and is located on the west side of Histon Road.
- 1.2 The site accommodates a number of buildings, Nos. 297-301 Histon Road located in the south-eastern corner of the site (used as offices, a dwelling and dance/martial arts studio) and a building previously used as a squash court facility located adjacent to the western boundary. Recently, both the squash court building and 299 Histon Road have been damaged by fires. The landowner is seeking to demolish these buildings under permitted development rights due to them being unsafe.
- 1.3 The southern section of the site comprises hardstanding and parking whilst the northern section is grassed/scrubland. The site is bounded by mature conifer trees along the majority of the southern and western site boundaries. There is an existing vehicular access to the site which is obtained to the south adjacent to No.303 Histon Road. Beyond the western edge of the site, this continues to form a pedestrian link to the Darwin Green development further to the west, although this is not a formal public right of way.
- 1.4 The site is surrounded by residential development on all sides. This consists of two-storey detached and semi-detached houses to the east (Histon Road) and west (Cavesson Court), two-storey detached houses to the north (Chancellors Walk) and bungalows and two-storey houses to the south (Carisbrooke Road and Tavistock Road).
- 1.5 The site comprises an allocated housing site, formally site 5.17 in the Cambridge Local Plan 2006 but presently site R1 in the Cambridge Local Plan 2018 and also part of the rear garden of No.309 Histon Road.

2.0 THE PROPOSAL

- 2.1 Outline planning permission with all matters reserved except for access for the demolition of all structures on site and the development of 27 dwellings was granted on 27th September 2016.

2.2 The proposal is for the reserved matters (layout, scale, appearance and landscaping) for the erection of 27 residential units including affordable dwellings following demolition of existing buildings together with associated infrastructure. This includes cycle parking, car parking and waste provision. In brief, the development includes:

Block of flats:

- o 3 x 1 bed flats
- o 6 x 2 bed flats

Dwellinghouses

- o 3 x 4 bed houses
- o 14 x 3 bed houses
- o 1 x 2 bed houses

2.3 The proposal has been amended since submission to ensure compliance with the requirements of Part M4 (2) of the Building Regulations, address Urban Design comments and to amend Plot 9.

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

3.0 SITE HISTORY

3.1 None relevant

4.0 PUBLICITY

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

5.0 POLICY

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

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2018	Local	1, 3, 28, 29, 31, 32, 34, 35, 36, 41, 45, 50, 51, 55, 56, 57, 59, 61, 70, 71, 80, 81, 82, 85

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

Central Government Guidance	<p>National Planning Policy Framework 2019</p> <p>National Planning Policy Framework – Planning Practice Guidance March 2014</p> <p>Circular 11/95 (Annex A)</p>
Supplementary Planning Guidance	<p>Sustainable Design and Construction (May 2007)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p> <p>Planning Obligation Strategy (March 2010)</p>
Material Considerations	<p><u>City Wide Guidance</u></p> <p>Cycle Parking Guide for New Residential Developments (2010)</p>

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

6.1 The internal layout as proposed is not suitable for adoption by the Highway Authority and therefore the site will remain private. All matters pertaining to the provision of the access onto Histon Road have been suitably conditioned as part of the approval for 15/0519/OUT.

6.2 Recommends the inclusion of a condition regarding the proposed arrangements for future management and maintenance of the proposed streets.

Drainage Officer

6.3 No objection subject to surface water drainage and maintenance conditions.

Environmental Health Officer

6.4 No further conditions recommended on the reserved matters application.

Landscape Officer

6.5 No objection subject to conditions regarding landscaping and boundary treatment.

Sustainability Officer

6.6 Support subject to a renewable energy implementation condition.

Tree Officer

6.7 While there is no formal objection to the proposal due to the limited quality of the existing tree stock, detailed landscape proposals should include trees of stature in key locations. Where large trees might conflict with hard surfacing engineered pits should be used. Key areas include the entrance from Histon Road, the entrance between plots 17 and 18, open space south

of plot 9, north of the apartment block and at the entrance to the apartment block car park.

Urban Design Officer

- 6.8 Supports the scheme as amended. Recommends conditions regarding materials samples and sample panel.

Waste Officer

- 6.9 No objection.
- 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 objections:

- o 9 Tavistock Road
- o 21 Tavistock Road
- o 23 Tavistock Road
- o 296 Histon Road
- o 302 Histon Road
- o 303 Histon Road
- o 305 Histon Road
- o 309 Histon Road
- o 311 Histon Road
- o 2 Carisbrooke Road
- o 35 Martingale Close
- o Camcycle
- o 2 Hawkins Road

- 7.2 The representations can be summarised as follows:

- o The three storey block of flats will overlook the rear bedrooms and rear gardens of 21 and 23 Tavistock Road
- o Plots 9 and 8 will overlook and will be overbearing on 311 Histon Road
- o Access to 311 Histon Road could lead to further backland development

- o The garages on plots 9 and 18 would have an overbearing impact upon 305 Histon Road
- o The plans are inaccurate
- o The properties would be visible from Histon Road
- o The dormer window and ground sliding doors on Plot 9 will overlook 305 Histon Road
- o There would be potential for conflict between pedestrians, cyclists and cars due to visitor parking being located close to the access
- o Not enough car parking
- o Overlooking into the garden of 309 Histon Road
- o Ongoing tree maintenance?
- o Loss of garden for 303 Histon Road
- o Removal of asbestos from the site
- o Increase of traffic from the site
- o Noise and traffic during construction
- o Retention of conifer trees along the boundary of Tavistock Road
- o Loss of light to garden and back rooms at 309 Histon Road
- o Concern that services need to be upgraded to cope with the addition of more houses
- o Plot 9 should be a smaller house as it is a backland development of 309 Histon Road
- o Plot 9 and 18 are too large and too near to the properties on Histon Road
- o Increase parking on street will cause traffic safety concerns
- o Should be a pavement linking Histon Road to Darwin Green
- o Drainage should be considered carefully
- o External lightning shouldn't shine into neighbouring properties windows
- o Primary access from Darwin Green to Histon Road for cyclists and pedestrians. The access from Darwin Green is not big enough. Speed bumps have to be carefully considered for cyclists.
- o Inappropriate cycle storage for the dwellings.

7.3 A further objection has also been received from Councillor Cheney Payne:

- o Neighbouring properties will be overlooked
- o Three storey block of flats will out of keeping with the surrounding two storey/single storey dwellings.

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, the main issues are:

1. Principle of development
2. Context of site, design and external spaces
3. Residential amenity
4. Refuse arrangements
5. Highway safety
6. Car and cycle parking
7. Drainage
8. Trees
9. Archaeology
10. Affordable housing
11. Planning obligations
12. Third party representations

Principle of Development

8.2 The principle of development has been accepted through the outline planning permission 15/0519/OUT.

Context of site, design and external spaces

8.3 The permission was in outline form only, with only the access details agreed. Issues relating to the scale, form, layout and design of the dwellings have been submitted as a part of this application. The scale of the proposed buildings are appropriate to their locality and consistent with the Illustrative Masterplan (Drawing No. 336/120/001) submitted with the Outline Planning

Application, ranging from 1.5 – 3 storeys with a gradual step up towards the centre of the site.

- 8.4 The layout of the site is split into 3 streets. Street 1 would have the larger units, while street 3 and street 2 would have units that are 1.5 and 2 storey. The apartment block would be three storeys in height and would be accessed off street 2. This apartment block would follow the building line set by the properties to the west. There is a pedestrian access to Darwin Green at the further south west point of the site. To the south of the apartment block would also be a parking area serving the apartment block and to the north of the site would be a Local Area of Play (LAP). There is a further shared amenity area to the east of the site. The streets would be shared between pedestrians, cyclists and cars. The introduction of the visitor car parking near the access should encourage car users to slow down. The 3 streets allow the proposed layout of the site to be clearly legible.
- 8.5 The materials include light buff brick, light through render, reconstructed stone, clay tiles/slate roofs and timber cladding throughout the site. The proposed design of the dwellings would respond well to the surrounding properties. The proposed materials and detailing on the dwellings and block of flats will provide a high quality finish.
- 8.6 The Landscape Officer and Urban Design Team were consulted as part of the application and support the design subject to the imposition of conditions regarding hard and soft landscaping, landscape maintenance and management plan, boundary treatment and external materials.
- 8.7 The form, height and layout of the proposed development is considered 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 & 59.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.8 The site is surrounded by residential properties. To the north is Chancellors Walk, to the west is Martingale Close/Cavesson Court, to the south is Tavistock Road and to the east is Histon Road.

Properties on Histon Road

- 8.9 Plot 18 would be situated close to the boundary of 303 and 305 Histon Road but would be circa 35m away from 303 and circa 27m from 305. There is also a large outbuilding located at the end of the garden of 305 Histon Road. Plot 9 would be a 1.5 storey dwelling located directly to the rear of 309 Histon Road. This part of the site was not originally included in the housing allocation but was included as part of the outline planning application. There is an existing fence that has split the garden of 309 from the land that is included in the application. However, this boundary/fence should be at least 2.8m further into the application site. Therefore, the proposal would result in the shared boundary of plot 9 and 309 Histon Road being moved at least 2.8m further into the site, increasing the size of the garden of 309 Histon Road in comparison to the existing situation.
- 8.10 The gable of Plot 9 would face towards 309. The gable would have a steep pitch and would be situated circa 20m away from the rear elevation of 309 Histon Road. Following a site visit to 309 Histon Road and a review of the plans, it is officer's view that this relationship is considered to be acceptable. There is a proposed first floor window on the gable facing 309 but this would be obscured glazed. The neighbouring property has also raised concerns that the proposed dormer window on the south elevation of plot 9 would overlook their garden. The angle would be too oblique to overlook the garden. Interlooking into an ancillary outbuilding is considered a common situation within an urban setting and would not warrant a refusal of the application. Given the siting of plot 9 at the very rear of the gardens of 305 and 309 Histon Road, it would not have a significant overbearing impact or result in significant loss of light. To ensure the residential amenity of the occupiers of the immediate properties along Chancellors Walk are protected in the future, it

is recommended that the removal of permitted development rights Class B (loft conversions, rear dormers) and Class A (extensions) for plot 9 and Class B (loft conversions) for plot 18 is included. The occupants of 311 Histon Road have raised concerns that plots 8 & 9 would be overbearing and cause overlooking of their property. Plot 8 would be circa 26m away from the rear elevation of 311 which is considered to be an acceptable distance and plot 9 would be set off the side boundary of 311 by circa 9m. There would be a first floor window on the side elevation of plot 8 which would serve a bedroom. This bedroom is also served by 2 additional windows. Therefore, to remove any perception of being overlooked, a condition is recommended to obscure glaze this window. The windows on the side elevation of plot 9 are all high level windows and would not cause any significant overlooking of 311 Histon Road.

Properties on Chancellors Walk

- 8.11 The rear elevation of plot 8 would be circa 12m away from the property on Chancellors Walk which is directly to the rear. This gap between plots 1 to 8 and the properties on Chancellors Walk gradually increase to 16m at Plot 1. Only 21 Chancellor Walk has a rear elevation facing the site, but it would be 25m away from the rear elevation of plot 3. In officers' views, these distances are considered acceptable and would not result in a significant overbearing impact or cause significant overlooking issues. To ensure the residential amenity of the occupiers of the immediate properties along Chancellors Walk are protected in the future, I recommend removing permitted development rights Class B (loft conversions, rear dormers) for plots 1 to 8.

Properties on Martingale Close/Cavesson Court

- 8.12 The application proposes a three storey block of flats in the south west. The block of flats would be in line with the properties on the southern side of Cavesson Court. It would slightly protrude further than the rear elevation of the adjacent property on Cavesson Court but this would not have a significant overbearing impact. There is also a mature belt of trees on this boundary. The built form of plot 1 would be a sufficient distance from the neighbouring properties on Martingale Close/Cavesson Court.

Properties on Tavistock Road

- 8.13 The application proposed a three storey block of flats in the south west of the site. The properties directly to the south of the apartment block are situated circa 35m away. Neighbours are concerned that the future residents of the apartment block will overlook the gardens and rear elevations of 21 and 23 Tavistock Road. Given the distance between the proposed block of flats and the properties on Tavistock Road, the proposal would not result in a significant amount of overlooking. The dwellings on Plots 14 to 17 would be situated circa 30m away from the properties on Tavistock Road.
- 8.14 Officers have assessed above the potential impact on the residential amenity of the surrounding occupiers in terms of overlooking, overbearing sense of enclosure and overshadowing. Officers are satisfied that the proposed units due to their orientation, layout and distance from existing dwellings and boundaries, would not have a significant adverse impact on the residential amenity of the neighbouring occupiers such that it would warrant refusal of the application.

Wider area

- 8.15 Neighbours have raised concerns regarding the impact of the demolition and construction phase. A Demolition and Construction Environmental Management Plan condition was imposed on the outline consent. This will address noise, dust, removal of materials and construction traffic. The impact of additional demand for car parking spaces on residential amenity has been assessed in the 'car parking' section below. In conclusion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site, and is compliant with Cambridge Local Plan (2018) policies 35, 55 and 56.

Amenity for future occupiers of the site

- 8.16 Policy 50 of the Cambridge Local Plan (2018) sets out internal residential space standards. All the proposed units comply and the majority slightly exceed the standards. In this regard, the units would provide a high quality internal living environment for the future occupants. The gross internal floor space

measurements for units in this application are shown in the table below:

Block of flats

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	2	4	1	70	71	+1
2	1	2	1	50	52	+2
3	2	4	1	70	71	+1
4	2	4	1	70	70	0
5	1	2	1	50	52	+2
6	2	4	1	70	70	0
7	2	4	1	70	72	+2
8	1	2	1	50	52	+2
9	2	4	1	70	70	0

Houses

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	7	2	115	153	+38
2	4	7	2	115	153	+38
3	4	7	2	115	153	+38
4	3	5	2	93	116	+23
5	3	5	2	93	116	+23
6	3	6	2	103	134	+31
7	3	6	2	103	134	+31
8	3	6	2	103	134	+31
9	3	6	2	103	156	+53
10	3	6	3	108	139	+31
11	3	6	3	108	139	+31
12	3	6	3	108	139	+31
13	3	6	3	108	134	+26
14	3	4	2	84	74	-10**
15	3	5	2	93	88	-5**
16	3	5	2	93	88	-5**
17	2	4	2	79	88	+9
18	3	6	2	103	156	+53

- 8.17 The applicant is amending the scheme to ensure that units 14 to 17 comply with space standards. An update will be provided on the amendment sheet.
- 8.18 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.
- 8.19 All the proposed Units will have direct access to an area of private amenity space. All the dwellinghouses would have gardens that are an acceptable size for the proposed number of bedrooms. Units 19 to 21 within the apartment block are on the ground floor and benefit from acceptable size terraces. Units 22 to 27 will have a balcony each. It is also to be noted, that the proposal will provide a high quality landscaped shared amenity area immediately to the north of the apartment block and also a further area in the east section of the site for all occupants to enjoy. The details of the landscaping can be secured through condition.
- 8.20 To ensure that adequate private amenity space is retained for units 14 to 17, it is recommended that permitted developments rights are removed for extensions and outbuildings. A further condition is recommended to ensure the amenity of the future occupiers is protected:
- o Appropriate boundary treatment to provide privacy for the ground floor terraces on units 19 – 21 of the block of flats
- In conclusion the proposal provides a high-quality living environment and an appropriate standard of residential amenity for future occupiers, and is compliant with Cambridge Local Plan (2018) policy 50.

Accessible homes

- 8.21 The development has been assessed for compliance with Policy 51 in relation to the all the new units. The agent amended the internal layout of the block of flats to ensure the proposal complies with the requirements of Part M4 (2) of the Building Regulations. A condition is recommended to secure this requirement.

Refuse Arrangements

- 8.22 The proposed refuse storage for the flats is within an integrated store in the block of flats. The waste Officer has raised no objection to this. There is adequate space for the bins to go in the rear gardens of the proposed dwellings.
- 8.23 In conclusion the proposal is compliant in this respect with Cambridge Local Plan (2018) policy 57.

Highway Safety

- 8.24 The access arrangements were agreed at the outline application stage. The Highway Authority was consulted as part of the application and does not consider there would be any adverse impact upon highway safety in terms of the detailed design. As the streets within the site would not be adopted by the Highway Authority, a condition regarding street management and maintenance is recommended. Camcycle and neighbours have raised concern about the safety for pedestrians and cyclists accessing Histon Road from Darwin Green and vice versa. However, the access from Darwin Green was shown to be pedestrian only. There is limited space on the site to provide a separate cycle/pedestrian path. No speed bumps are proposed as part of the application.
- 8.25 In conclusion the proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

Car Parking

- 8.26 Neighbours have raised concerns that there isn't enough car parking proposed on the site. The site is located on Histon Road and is a key route into the city. The proposal would provide at least 1 car parking space per unit with most units having space to park 2 cars. This complies with the maximum standards in the Cambridge Local Plan (2018) which seeks a maximum of 1 car parking space for dwellings with up to 2 bedrooms and 2 car parking spaces for dwellings with 3 or more bedrooms. The proposal would also include 6 visitor car parking spaces. In conclusion this level of provision is

considered to be acceptable particularly having regard to the identified available capacity in surrounding streets.

Cycle Parking

- 8.27 Integrated cycle storage is provided for the apartment block on the side elevations with added space for cargo bikes etc. Cycle storage sheds are provided in the rear gardens of the dwellings. The side by side stacking of cycles are not ideal but is commonly accepted. The proposed amount of cycle parking is policy compliant.
- 8.28 In conclusion the proposal is compliant with Cambridge Local Plan (2018) policy 82.

Integrated water management and flood risk

- 8.29 The Drainage Team has advised that a surface water drainage strategy can be secured by condition in this case. This has been addressed by condition on the outline permission.

Trees

- 8.30 There are a number of trees on the site and surrounding the site. The site does not fall within a conservation area and there are no Tree Preservation Orders on any trees on the site or on any of the trees surrounding the site. The Tree Officer does not object to the proposal due to limited quality of the existing tree stock. Notwithstanding the above, there is scope for a high quality landscape scheme which can be secured through a landscaping condition.

Archaeology

- 8.31 The Historic Environment Team has requested the same condition from the outline consent to be applied to the reserved matters consent. This condition has not been discharged on the outline and is therefore still active. There is no need to duplicate the condition.

Affordable Housing

- 8.32 The proposed development is for 27 dwellings, 10 of these dwellings would be affordable. The apartment block would

house 9 of these units, and plot 14 would house the other unit. This complies with the requirements of policy 45 of the Cambridge Local Plan (2018), and has already been secured through a S106 Agreement attached to the outline consent.

Planning Obligations (s106 Agreement)

8.33 A Section 106 agreement has been agreed and signed as part of the outline planning permission.

Third Party Representations

8.34 I have dealt with the substantive third party representations in the preceding paragraphs and those remaining issues are dealt with in the table below.

Representation	Response
The plans are inaccurate	Plans have been amended in order to address this. Notwithstanding, officers have visited the site to assess the impact.
Ongoing tree maintenance?	A landscaping condition is recommended.
Removal of asbestos from the site	A DCEMP condition was on the outline consent. Regardless of this, various laws and regulations control the removal of asbestos
Noise and traffic during construction	A DCEMP condition was on the outline consent which aims to reduce the impact upon neighbouring properties during construction.

9.0 CONCLUSION

9.1 In conclusion, the proposal is of a high quality design and would not result in an adverse impact upon neighbouring properties and would also provide an acceptable level of amenity for future occupiers.

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

1. The development hereby permitted shall be 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. Materials Samples

Prior to the commencement of the development hereby approved, with the exception of below ground works, full details including samples of the materials to be used in the construction of the external surfaces 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 and 57)

3. Sample Panel

Before starting any brick/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 and type of jointing and 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 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)

4. Hard and soft landscaping: 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:
 - a. means of enclosure;
 - b. car parking layouts and allocation plans;
 - c. pedestrian and cycle circulation area and cycle parking plans;
 - d. hard surfacing materials;
 - e. minor artefacts and structures including but not limited to:
 - i. street furniture
 - ii. play equipment
 - iii. refuse and cycle storage units
 - iv. external lighting feature details
 - v. proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports).
 - f. Soft Landscape works shall include:
 - i. planting plans
 - ii. written specifications (including cultivation and other operations associated with plant and grass establishment)
 - iii. schedules of plants, noting species, plant sizes and proposed numbers/densities
 - iv. tree pit details for trees in hard and soft landscape
 - v. 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. 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)

6. For the hereby approved dwelling (plot 9), notwithstanding the provisions of Schedule 2, Part 1, Classes A and B of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that order with or without modification): the enlargement, improvement or other alteration of the dwellinghouses, including insertion of new windows; loft conversion including rear dormers; and the provision within the curtilage of the dwellinghouses of any building or enclosure, swimming or other pool, shall not be allowed without the granting of specific planning permission.

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

7. For the hereby approved dwellings (plots 1, 2, 3, 4, 5, 6, 7, 8 and 18), 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): the enlargement, improvement or other alteration of the dwellinghouses, including insertion of new windows; loft conversion including rear dormers; and the provision within the curtilage of the dwellinghouses of any building or enclosure, swimming or other pool, shall not be allowed without the granting of specific planning permission.

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

8. Prior to the occupation of the development, hereby permitted, the curtilages of the ground floor approved units 19 to 21 of the block of flats and the 18 dwelling houses (plots 1 to 18) of the development shall be fully laid out and finished in accordance with the approved plans. The curtilages 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, 55 and 56)

9. Prior to the occupation of the development, hereby permitted, the first floor window on the east facing elevation of plot 9 and the first floor window on the east facing elevation of plot 8 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).

10. The approved renewable energy technology (as set out in the Renewable Energy Statement produced by Green Heat Ltd) 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 (Cambridge Local Plan 2018, policy 28).

11. No development shall commence until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved in writing by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details.

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

12. 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)

Application Number	19/0560/FUL	Agenda Item	
Date Received	2nd May 2019	Officer	Mairead O'Sullivan
Target Date	27th June 2019		
Ward	Market		
Site	Land r/o 5-17 New Square		
Proposal	Demolition of existing garages, relocation of existing sub-station within the site, and redevelopment to provide 8no. residential dwellings (Use Class C3) with associated infrastructure and landscaping.		
Applicant	Jesus College 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 is considered to enhance the character and appearance of the Conservation Area and the setting of the Listed Buildings. - The proposal would not have any significant adverse impact on the amenity of surrounding residents - The proposal would not have any significant adverse impacts on highway safety.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site is land to the rear of no's 5-17 New Square. The site fronts onto Elm Street and is currently occupied by garages, which are rented out privately by Jesus College, and some garden land associated with the residential properties on

New Square. The existing garages are flat roof single storey structures which are sited both perpendicular to and parallel to the road. These are surrounded by some hedges and planting. There is a large birch tree on site. There is a substation located towards the southern end of the site. The site lies within the Kite Conservation Area.

- 1.2 The buildings on New Square as well as the adjacent buildings on Elm Street are Grade II Listed Buildings. There are three residential dwellings to the east of the site close to the junction with Jesus Terrace. These were until recently two detached dwellings but an infill house has been built to create a terrace of three two storey dwellings. No 10 Elm Street which lies on the corner with Jesus Terrace is Grade II Listed. The properties on the south side of Elm Street are 1.5 storeys in scale; the first floor accommodation is in the roof and is only served by windows at first floor in dormers facing onto Elm Street. These properties are bounded by brick walls on Elm Street which include regular and symmetrical pitched elements.
- 1.3 The site lies within the controlled parking zone and within the designated city centre. The site lies in close proximity to two large areas of Protected open space; Christ's Pieces to the west and New Square park to the north. A narrow pavement runs along the northern side of Elm Street.

2.0 THE PROPOSAL

- 2.1 The application seeks full planning permission for the demolition of the existing garages and the construction of 8 residential dwellings. The existing substation is proposed to be repositioned as part of the proposal.
- 2.2 The proposed dwellings are predominantly single storey but units P7 and P8 partially rise to 2 storeys at the eastern end of the site adjacent to no 9 Elm Street. The existing Birch tree is proposed to be retained as part of the development. The buildings are proposed to be finished in buff brick with stone window surrounds, zinc rainwater roofs and rainwater goods. The boundary walls are also shown to be buff brick with metal louvred gates. The buildings are proposed to have chimneys which are part of the ventilation system for the development. All of the units have some private external space. A number of the units manage their own bins within their curtilage whilst others

utilise bin stores which are shared with the New Square properties. Secure gated access to the rear of the existing New Square properties is retained for cycle parking.

2.3 The applicant was subject to a Development Control Forum (DCF). The applicant has submitted a response to points raised at the DCF and made minor amendments to the plans. The applicant has increased the proposed cycle parking provision so that there is one space per bed-space, provided some visitor cycle parking and introduced some rooflights to provide more light into some of the properties. The applicant's response to other issues, such as the provision of a wider pavement and the provision of a layby (passing place) are explored in more detail in the officer assessment. The County Highways Engineer has provided in para. 6.2 below, additional comment regarding the request for a lay-by.

3.0 SITE HISTORY

Reference	Description	Outcome
11/1297/LBC	Phased installation of secondary glazing to existing sash and casement windows of properties 1-48 New Square (excluding properties 26, 35, 43 and 44).	Permitted
15/1191/FUL	Refurbishment and single storey rear extension of dwelling including internal alterations and updating of services.	Permitted
15/1192/LBC	Refurbishment and single storey rear extension of dwelling including internal alterations and updating of services.	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 3 10 28 31 32 33 35 36 50 51 52 55 56 57 59 61 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 from 3 March 2014 onwards Circular 11/95 (Annex A) Technical housing standards – nationally described space standard – published by Department of Communities and Local Government March 2015 (material consideration)
Previous Supplementary Planning Documents	Sustainable Design and Construction (May 2007) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning

	Document (February 2012)
Material Considerations	<p><u>City Wide Guidance</u></p> <p>Air Quality in Cambridge – Developers Guide (2008)</p> <p>Arboricultural Strategy (2004)</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 Waste and Recycling Guide: For Developers.</p> <p>Cambridgeshire County Council Transport Assessment Guidelines (2017)</p> <p>Contaminated Land in Cambridge - Developers Guide (2009)</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>

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

- 6.1 No objection: An informative should be included to inform the applicant that future residents will not be eligible for residents parking permits other than visitor permits. A demolition/construction traffic management plan is also recommended to be conditioned. A condition is recommended

to ensure that the courtyards are designed in a way which will not drain onto the public highway.

- 6.2 Further comments have been provided in response to points raised at the Development Control Forum. The Highway Engineer confirms it would not be reasonable to require a passing place to be provided as part of the development as the proposal will improve the existing situation as it removes car parking. The narrow footways are existing and the proposal would result in fewer pedestrian movements on average than the existing garages. The proposal will reduce the number of car movements on site by removing the garages which will result in there being less potential conflicts with taxis who may use the street as a cut through. A further condition is requested requiring that the existing dropped kerb and motor vehicle access points be removed and the footway be returned to having a full face kerb.
- 6.3 The Parking Projects Coordinator has confirmed that the limit on Residents' Parking Scheme Visitors Vouchers are set out within the Parking Policy and have been approved by the Highways Infrastructure Committee following discussions with local members. Changes to the permit limit would require a change in the policy itself. A request to change the Parking Policy could only be carried out through request of the Local County Councillor to the Highways Infrastructure Committee, the best point of contact to request such a review would be the County Councillor for the area.

Environmental Health

First comment

- 6.4 Objection: The proposed development involves the relocation of the existing substation. A substation noise assessment has been submitted which concluded that noise from the relocated substation will not impact adversely on future occupants of the development. Further information is needed to demonstrate this will be the case.

Second comment

- 6.5 No objection: The findings of the updated substation noise report are considered acceptable. Conditions are recommended to cover the following:

- Construction hours
- Collections during construction
- Piling
- Dust
- Contaminated land (all 6 conditions)

Informatives are recommended in relation to the following:

- Contaminated land x4
- Low NOx boilers
- Dust

Refuse and Recycling

6.6 No comments received.

Urban Design and Conservation Team

6.7 No objection: The existing buildings have no obvious architectural or historic merit. They do not contribute to the Conservation Area or the setting of the Listed Buildings and their demolition would remove a visual intrusion. The buildings are modest in scale and do not attempt to create an over-designed 'terrace' or other formal layout. The retention of the existing tree is welcome. The gable end onto the lane reflects the nearby examples but is not overly repetitious and this helps form the little courtyards that give some amenity space to the dwellings. The taller units do not appear to be overbearing and are located at the end of the lane where existing two-storey houses already occur and should not look out of character with the rest of the Conservation Area. The overall feel is of outbuilding-like scale and slightly varied format and detailing which suits the back-lane character of the area. Caution should be exercised in not giving the lane a florid or garden-like appearance by having too much soft landscaping. Materials and detailing will be important in giving a contrast to the formality of New Square and maintaining the lesser nature of Elm Street in this locale. Whilst some measure of decorative brickwork is welcome, it should not be overdone or be allowed to give the dwellings a degree of notability that detracts from the importance of the Listed Buildings. Conditions are recommended requiring details of brickwork, roofs, joinery, flues, sills, copings, decorative panels and landscaping/boundary treatment.

Head of Streets and Open Spaces (Tree Team)

- 6.8 No objection: The layout retains the Birch. Conditions are recommended in relation to tree protection and requiring replacement tree planting should any trees proposed fail within 5 years.

Head of Streets and Open Spaces (Landscape Team)

- 6.9 No objection: Cycle storage has not been integrated into the development very well based on the placement of cycles within the courtyards without regard for windows or cover. It is considered this can be adequately addressed through condition. It is recommended that a very low water landscape scheme is produced for the Elm Street frontage. Utilising some vernacular species as well as ornamental ones which can cope with difficult street edge locations and narrow beds. Conditions are recommended in relation to hard and soft landscape, boundary treatments, cycle storage and landscape management.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

- 6.10 No objection: The proposals provide an indicative surface water drainage strategy, however, the detail needs to be secured to ensure it can be delivered as intended. A condition requiring the detailed design of the drainage scheme is recommended.
- 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:
- Cheffins (on behalf of 9 Elm Street)
 - 8 Elm Street x2
 - 9A Elm Street
 - 10 Jesus Terrace
 - 3 Orchard Street
 - 4 Orchard Street
 - 7 Orchard Street

- 10 Orchard Street
- 13 Orchard Street
- 21 Orchard Street
- 23 Orchard Street
- 31 Orchard Street
- 38 Orchard Street x2
- Cambridge Past Present and Future

7.2 The representations can be summarised as follows:

- Concerned about the height and design of the chimneys which are a pastiche
- The poor quality design and height of buildings will harm the conservation area and surrounding 35 listed buildings.
- Loss of garden space to existing dwellings
- No space for any meaningful landscape to soften the new buildings
- Concerned about viability of retention of the birch tree which may be damaged during construction
- Unit 8 will enclose, overshadow and overlook 9 Elm Street; in particular the garden will be impacted.
- Units 7 and 8 will overlook properties on Elm Street
- Units 7 and 8 will have an overbearing impact on the street due to their height and proximity to the footway
- The increase in the number of occupiers of the site will result in an unacceptable increase to noise and disturbance to surrounding occupiers
- Many of the units only just meet the minimum internal space standards
- The street is very narrow and CGIs which show a person pushing a buggy are disingenuous. The road is only 3.7m wide which does not seem wide enough for 2 cars to pass safely.
- The stretch of road is a 'rat run' for taxis and traffic calming should be incorporated
- Bins will block the road on collection day. Unclear where New Square bins will be stored.
- Due to the proximity to the pavement the buildings will impact on visibility
- How will off-street parking availability be improved as part of the development
- Residents of these dwellings would be eligible for 100 days of parking per year per resident using visitor permits.

- Loss of 20 garages; 8 of which are occupied by local residents. 13 garages have already been lost as a result of the previous New Square development
- The garages are not only used for storage; many are used for parking cars
- Increased demand for on-street parking
- Inadequate cycle parking
- Concerned about the impact of the relocated substation on surrounding residents in terms of noise and electro-magnetic outputs
- Concerned about damage to listed building from large lorries at construction stage
- Concerned about access to parking space
- Mud and dust from construction needs to be addressed at the end of each day
- Concerned about early morning noise from construction and request weekly updates of likely disturbances
- Plans and information submitted are complex and difficult to understand
- No clear evidence to demonstrate that there is a need for this type of accommodation in this location
- The buildings are likely to be used as short term lets
- Only immediate residents were consulted

7.3 A petition for a Development Control Forum (DCF) was received on 17 June. The lead petitioner was 13 Orchard Street and the petition was supported by 27 signatories objecting to the proposal. The petitioners' grounds for requesting the DCF can be summarised as:

- Loss of amenity due to decrease in number of off-street car parking space with an increased demand for parking
- The height of the development will result in overlooking
- Small units will discourage long leases
- Lack of provision for bikes and bins
- A lay by should be provided so that two cars can pass on the street
- Gates to alleys need to be lockable to discourage ant-social behaviour
- Concerns were raised about the number of visitor permits which would be available for future occupiers

7.4 The DCF was held on 26 September. A copy of minutes is attached as an appendix to this report. A response to the

petitioners' grounds above is provided in the 'Third Party' section of the officer assessment below.

- 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 an inspection of the site and the surroundings, officers consider the main issues to be:

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. 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 site lies in a predominantly residential area surrounded by residential uses so the principle of the use of the site for residential use is acceptable. The site involves the subdivision of the rear gardens of 5-17 New Square and as a result policy 53 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. Criteria a-d will be assessed 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 existing garages are of no architectural merit and their demolition is supported by the Conservation Officer. The proposed buildings are single storey to the west of the site with the two most easterly units (7 and 8) which form an 'H' footprint, rising in part to 2 storeys at their southern extents providing an additional bedroom at first floor for each unit. The buildings are sited close to the pavement edge, staggering further away from the pavement edge the further east across the site one travels. Pockets of low-level planting are provided for defensible space together with recessed gardens and access paths. The single storey elements take their design cues from the boundary walls with pitched elements on the adjacent listed buildings. The majority of the buildings have an outbuilding-like feeling and scale. The taller units are at the eastern end of the street adjacent to the existing two storey dwellings adjacent and as a result they would not appear dominant or out of place. The scheme naturally staggers in building form and height up towards Jesus Terrace and is well handled in terms of scale and visual articulation. The Conservation Officer is satisfied that the scale and design of the proposals would not adversely impact the setting of the surrounding listed buildings or the appearance of the Conservation Area and officers agree with this assessment.
- 8.4 The fenestration of the proposed buildings is varied with some dwellings having a casement window with a louvred panel adjacent to the street and others having angled projecting bay windows. The single storey buildings are all fitted with zinc chimney flues on a brick and stone breast. The Conservation Officer welcomes the varied design which reflects the back lane setting. He advises caution against too much soft landscape which would be more suburban rather than reflective of the urban setting. Details of hard and soft landscape and boundary treatments are recommended to be provided by condition.
- 8.5 A number of the representations raise concerns about the proposed chimneys. The Conservation Officer is supportive of these as a design feature. They add variety to the buildings which adds to the feeling of a back lane which has developed over time and is in keeping with the urban setting. The

chimneys are part of the ventilation system and are not simply a design feature with no use.

- 8.6 The Tree Officer has reviewed the proposal and is satisfied that in tree terms the proposal is acceptable. Her advice is that the birch tree is important in the street scene. This is proposed to be retained and as a result the Tree Officer has no objection to the proposal subject to condition.
- 8.7 The proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 58, 59 60 and 71.

Carbon reduction and sustainable design

- 8.8 The standard carbon reduction and water efficiency conditions are recommended in line with policies 28 and 31 of the local plan.
- 8.9 The applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with Cambridge Local Plan (2018) policies 28 and 31 and the Sustainable Design and Construction SPD 2007.

Integrated water management and flood risk

- 8.10 The applicant has provided a drainage strategy as part of the application. The Council's Sustainable Drainage Engineer has confirmed that this is acceptable in principle. The detailed design of the drainage is recommended to be dealt with by condition.
- 8.11 The applicants have suitably addressed the issues of water management and flood risk, and the proposal is in accordance with Cambridge Local Plan (2018) policies 31 and 32.

Noise, vibration and dust

- 8.12 The Environmental Health Officer has no objection to the proposal subject to conditions in relation to construction hours, collections during construction, piling, dust and contaminated land. All of the Environmental Health suggested conditions are recommended.

- 8.13 Subject to the recommended conditions, the applicants have suitably addressed the issues of noise, vibration and dust and the proposal is in accordance with Cambridge Local Plan (2018) policies 33 35 and 36.

Inclusive access

- 8.14 A condition is recommended to require all units to comply with part M4(2) of Building Regulations in line with the requirements of policy 51.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.15 A number of the representations raise concerns that the two storey units (7 and 8), will impact on the privacy of the adjacent properties on Orchard Street. The dwellings on Orchard Street backing onto Elm Street are all listed buildings and are designed as such that they have windows at ground and first floors looking directly towards Elm Street and the proposed buildings. They typically have small single storey extensions leading onto small rear courtyard gardens. The proposal for units 7 and 8 shows three above ground windows facing south towards the Orchard Street properties; two of these windows are proposed to be louvered and would only serve stairwells whilst the other serves a living room and is positioned centrally with an oriel window which angles views west down Elm Street rather than straight across to the adjacent dwellings on Orchard Street. Subject to a condition to secure the design of the louvres to ensure they are spaced and angled so that they do not allow for overlooking (only views looking upward), the proposal would not result in any significant loss of privacy to the adjacent occupiers of 10 and 11 Orchard Street.
- 8.16 A number of representations raise concerns about the loss of garden space to the existing dwellings on New Square. The majority of the buildings on New Square would retain a good size garden. No 8 New Square has a substantial rear extension and as a result would only be left with a small garden space. Whilst this is not ideal, the relationship is acceptable in considering the scheme benefits. There are small first floor windows proposed to the rear of units 7 and 8. The associated rear facades of New Square properties to the north would be

some 25m from these windows. Given the high-density nature of the surroundings, officers do not consider the minimal overlooking from these windows that would arise would be sufficiently harmful to warrant a refusal of planning permission. No objection from the occupiers of New Square have been raised in this regard.

- 8.17 Unit 8 is proposed to be sited adjacent to no 9 Elm Street. The two storey part of unit 8 would sit broadly in line with no 9's two storey gable element towards the front of the plot. There is a single storey element to the rear of proposed unit 8 which would run adjacent to a substantial proportion of the western side of the small (8m x 5m) rear garden of 9 Elm Street which the objector states receives sunlight in the evenings from the west. The proposed single storey element would have an asymmetrical shallow pitched roof with a low height of 2.5m on the boundary and the highest part of the roof (3.5m) set well away from the garden boundary no.9; as opposed to the measurements of 4.35m to the ridge and 2.9m to the eaves as stated in the representation from no.9. The single storey element would result in some additional enclosure to the garden of no 9 but given the height on the boundary would only be 30cm greater than a fence which could be constructed under permitted development; any impact would be minimal. Whilst the neighbour at no.9 argues harm from enclosure, officers are of the view that any impact in terms of enclosure or loss of sunlight / daylight (to ground floor and first floor rooms and external spaces) arising from the scheme as a whole is likely to be minimal and certainly not sufficient to warrant a refusal of planning permission. A sunlight / daylight study does not accompany the application in this respect and officers consider it unnecessary in order to reach a conclusion on the merits of the impact on no. 9 from unit 8. With regard to overlooking, there is one first floor window on the rear of unit 8 which would allow an oblique view towards the garden of no 9 and would be perceptible from the first floor west facing master bedroom in no.9. Given the orientation, size and positioning of unit 8's first floor rear window close to the gable of no.9 Elm Street, overlooking into the rear garden of no. 9 and towards the master bedroom is likely to be minimal but to safeguard amenity, a vertical projecting privacy screen extending out from the window perpendicular to the wall to obscure any overlooking is proposed to be secured via condition 40. Whilst the view from no.9's master-bedroom window looking westwards would be

altered, this is an attractive private view and the impact in terms of outlook, light and privacy would not be significantly harmful.

- 8.18 The proposal adequately respects the residential amenity of its neighbours and the constraints of the site and it is considered that it is compliant with Cambridge Local Plan (2018) policies 35, 55 and 56.

Amenity for future occupiers of the site

- 8.19 All of the proposed dwellings meet the internal space standards. All of the units have access to an area of private external amenity space. The external space for units 1 and 2 are small but these are single occupancy units and the site lies adjacent to large areas of public open space at Christ's Piece and New Square. The dwellings are considered to provide a good standard of amenity to future occupiers.

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

Unit	Number of bedrooms	Number of bed spaces (persons)	Number of storeys	Policy Size requirement (m ²)	Proposed size of unit	Difference in size
1	1	1	1	37	37	0
2	1	1	1	37	37	0
3	2	3	1	61	62	+1
4	1	1	1	37	37	0
5	2	3	1	61	62	+1
6	2	3	1	61	63	+2
7	2	3	2	70	74.5	+4.5
8	2	4	2	79	87.3	+8.3

Size of external amenity space:

Unit no.	Size of external space (m²)
1	15
2	11.5
3	20.8
4	15.7
5	41
6	30
7	28
8	40

8.20 The proposal provides a high-quality and accessible living environment and an appropriate standard of residential amenity for future occupiers, and in this respect it is compliant with Cambridge Local Plan (2018) policies 50, 51 and 52.

Refuse Arrangements

8.21 Units 1, 2, 7 and 8 are proposed to have bin stores within their respective courtyards. The remainder of the units would share communal bin stores with the existing dwellings on New Square. Two communal bin stores are proposed, one of which is in between units 4 and 5 and the other is to the rear of unit 6. The communal bins would be picked up and returned to their storage area on bin collection day meaning that the only bins which would need to be left out for collection are the 4 units which accommodate their own bins on plot. The applicant has confirmed that the alleys leading to the bin stores and rear gardens of 5-17 new Square will be lockable to prevent anti-social behaviour.

8.22 The proposal is compliant with Cambridge Local Plan (2018) policy 57.

Highway Safety

8.23 The Highway Authority has no objection to the proposed development subject to two conditions requiring: a construction traffic management plan; drainage arrangements to ensure

surface water does not flow onto the public highway. In response to comments raised at the DCF, the Highway Engineer has confirmed that the proposal will reduce the number of car movements on site by removing the garages which will result in there being less potential conflict with other users of the street. The narrow footway is an existing situation and access along the street for pedestrians would not be worsened by the proposal. The applicant states that the provision of a lay-by within the site would be to the detriment of the scheme and significantly reduce the amount of the amenity space that could be afforded to residents. Officers agree with this analysis, the suggestion for this revision would appear to be borne more out of an existing issue rather than arise as a result of the proposal. The entirety of the land within the site could at present be fenced off to preclude any such unauthorized use of the land for passing purposes. It is noted that the existing carriageway is not to be altered but that the kerb is to be reinstated along the street. This is proposed to be secured via condition 36. At the DCF, there was a suggestion that visitor parking permit numbers could be limited for future occupiers of the site. The County Council has confirmed that this would need to be done as part of a review of the parking scheme policy which would need to be requested by a local County Councilor. This would need to be undertaken outside of the planning process and is a matter that is not in the control of the applicants.

- 8.24 The proposal is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

- 8.25 The application proposes to remove the existing 20 garages on site and replace them with 8 residential units which are not proposed to be provided with any off-street car parking. The site lies within the Controlled Parking Zone and as a result the car free nature of the scheme can be realistically enforced in line with policy 82 of the Local Plan. The representations and petition raise concern that occupiers of these dwellings would be eligible for visitor permits for up to 100 days of parking per resident and request that this is limited. The limit of visitor permits within the resident's parking scheme are set out in the County Council's Parking Policy and any changes to the availability of visitor permits would need to be done through a

change to the policy. This can only be done at the request of a county councilor to the Highway Infrastructure Committee. If local residents wish to pursue change to the parking policy this will need to be done outside of the scope of this planning application.

- 8.26 The applicant has increased cycle parking to provide one space per bed space which is beyond the local plan standards which only seeks one space per bedroom. 4 visitor cycle parking spaces are also proposed adjacent to the substation. Cycle parking access is wide enough for New Square properties to continue to gain access through the site to their rear gardens. This would be secure gated access as shown on the plans.
- 8.27 The proposal is compliant with Cambridge Local Plan (2018) policy 82.

Third Party Representations

- 8.28 Any issues which have not been addressed in the body of the report will be covered in the below table.

Representation	Response
Concerned about the height and design of the chimneys which are a pastiche	See paragraph 8.3- 8.5
The poor quality design and height of buildings will harm the conservation area and surrounding 35 listed buildings.	See paragraph 8.3-8.5
Loss of garden space to existing dwellings	See paragraph 8.16
No space for any meaningful landscape to soften the new buildings	Some soft landscape will be provided as defensible space to the front of a number of the units. See paragraph 8.3-8.4
Concerned about viability of retention of the birch tree which may be damaged during construction	The Tree Officer is satisfied that the birch can be retained as part of the development. See paragraph 8.6

<p>Unit 8 will enclose, overshadow and overlook 9 Elm Street; in particular the garden will be impacted.</p>	<p>See paragraph 8.17</p>
<p>Units 7 and 8 will overlook properties on Elm Street</p> <p>Velux windows would cause light pollution and impact on amenity / privacy</p>	<p>See paragraph 8.15</p> <p>Some vertical light spillage is a natural consequence arising from the installation of velux windows but is not – particularly in a city centre location – considered significantly harmful. The velux are not a natural point of outlook for residents, they are proposed to increase natural daylight into the proposed room (rear facing rooms in unit 8 have vertical windows for outlook) and officers do not consider that significant privacy issues arise.</p>
<p>Units 7 and 8 will have an overbearing impact on the street due to their height and proximity to the footway</p>	<p>See paragraph 8.3</p>
<p>The increase in the number of occupiers of the site will result in an unacceptable increase to noise and disturbance to surrounding occupiers</p>	<p>The replacement of 20 garages with 8 dwellings will not give rise to a significant increase to noise and disturbance in the area.</p>
<p>Many of the units only just meet the minimum internal space standards</p>	<p>All of the units meet with the minimum internal space standards and have some private external space provision in line with policy 50. See paragraph 8.19</p>
<p>The street is very narrow and</p>	<p>The width of the road is noted</p>

CGIs which show person pushing a buggy are disingenuous. The road is only 3.7m wide which does not seem wide enough for 2 cars to pass safely.	but this is an existing situation which would not be worsened by the development. The applicant has acknowledged the narrowness of the width which is parts will not be wide enough for a buggy.
The stretch of road is a 'rat run' for taxis and traffic calming should be incorporated	Noted but this is an existing issue and would not be made any worse by the development so traffic calming measures cannot be required to be provided by the developer.
Bins will block the road on collection day. Unclear where New Square bins will be stored.	See paragraph 8.21. The majority of the bins will be collected from their storage area and will not need to be left out on collection days.
Due to the proximity to the pavement the buildings will impact on visibility	The Highway Authority does not have any concerns about visibility as a result of the development.
How will off-street parking availability be improved as part of the development	Off street parking availability will be reduced as a result of the proposal.
Residents of these dwellings would be eligible for 100 days of parking per year per resident using visitor permits.	Noted.
Loss of 20 garages; 8 of which are occupied by local residents. 13 garages have already been lost as a result of the previous New Square development	The local use of the garages is noted however the garages are privately rented from the college who could at any time choose to remove the users. This is not an issue which is of public interest.
The garages are not only used	Noted but the garages are not

for storage; many are used for parking cars	protected. They are privately rented from Jesus College who could at any time chose to take back the garages for their own use.
Increased demand for on-street parking	The site lies within the controlled parking zone and as a result the car free nature of the scheme is supported.
Inadequate cycle parking	The cycle parking proposed exceeds the policy minimum requirement.
Concerned about the impact of the relocated substation on surrounding residents in terms of noise and electro-magnetic outputs	The Environmental Health Officer is satisfied that the relocation of the substation would not adversely impact on the amenity of surrounding residents.
Concerned about damage to listed building from large lorries at construction stage	This is a civil matter.
Concerned about access to parking space	This is a civil matter.
Mud and dust from construction needs to be addressed at the end of each day	Conditions are recommended to deal with dust and construction traffic (conditions 12 and 37)
Concerned about early morning noise from construction and request weekly updates of likely disturbances	A standards construction hours condition is recommended (condition 9)
Plans and information submitted are complex and difficult to understand	The plans and accompanying information are considered adequate.

No clear evidence to demonstrate that there is a need for this type of accommodation in this location	The area is predominantly in residential use and the principle of additional residential dwellings in the area is considered acceptable.
The buildings are likely to be used as short term lets	Regular use for an Air B&B type use would require a change of use which would need to be considered through a further planning application.
Only immediate residents were consulted	Adequate consultation took place as part of the application.
Loss of amenity due to decrease in number of off-street car parking space with an increased demand for parking	The local use of the garages is noted however the garages are privately rented from the college who could at any time choose to remove the users. This is not an issue which is of public interest.
The height of the development will result in overlooking	See paragraph 8.15.
Small units will discourage long leases	There is no evidence to suggest that the smaller units would not be attractive for longer leases.
Lack of provision for bikes and bins	Bike and bin provision is considered acceptable. See paragraphs 8.21 and 8.26.
A lay by should be provided so that two cars can pass on the street	This is not required to make the proposal acceptable and would have a harmful impact on the street scene. See paragraph 8.23.
Gates to alleys need to be lockable to discourage anti-social behaviour	See paragraph 8.21.
Concerns were raised about the number of visitor permits which would be available for	See paragraph 8.25.

9.0 CONCLUSION

- 9.1 The proposal has been subject to pre-application engagement with residents and the Council and has been amended since it was submitted in order to address – where reasonable – concerns that have been raised. This is a sensitive scheme which will deliver an interesting and varied form of development befitting the Conservation Area and respecting the setting of the surrounding listed buildings. The proposal would not have any significant adverse impact on the residential amenity of surrounding occupiers, subject to conditions. The proposal would not give rise to any adverse impacts on highway safety. The development would provide a quality living environment for future occupiers.
- 9.2 Officers note the wider scheme changes to the highway and management of the visitor parking permits which are sought, but these are beyond what are considered necessary in order to grant planning permission and outside the control of the applicant. Turning over a significant proportion of the site to provide additional highway land for 8 units including for a passing-bay would be disproportionate and unreasonable given that the scheme is not proposing any vehicular parking. The regeneration of this land will substantially improve its appearance and introduce a sustainable form of housing into a central Cambridge Area close to shops and services.

10.0 RECOMMENDATION

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

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

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

12. No 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 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).

14. 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).

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

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

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

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

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

16. 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)

17. Prior to the occupation of the development, hereby permitted, the windows identified as having obscured glass on the approved plans shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent and shall have restrictors to ensure that the windows cannot be opened more than 45 degrees beyond the plane of the adjacent wall. The glazing shall thereafter be retained in accordance with the approved details.

Reason: In the interests of residential amenity (Cambridge Local Plan 2018 policies 55, 57/58).

18. 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).

19. 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)

20. 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)

21. 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)

22. Prior to the occupation of the development, details of the cycle parking arrangements for the new dwellings shall be submitted to an approved in writing by the Local Planning Authority. The cycle stores shall be installed in accordance with the approved plans prior to occupation of the development and retained thereafter.

Reason: To ensure adequate cycle parking for the future residents of the site (Cambridge Local Plan 2018 policy 82)

23. 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.

24. 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.

25. 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.

26. 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.

27. 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)

28. 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)

29. All new joinery [window frames, etc.] shall be recessed at least 50 / 75mm back from the face of the wall / façade. The means of finishing of the 'reveal' is to be submitted to and approved in writing by the Local Planning Authority prior to installation of new joinery. 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)

30. Prior to the installation of any joinery, full details of all exterior joinery [doors, windows, etc.] including materials, finishes, furniture 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 avoid harm to the special interest of the Conservation Area. (Cambridge Local Plan 2018, policy 61)

31. No external boiler flues, soil pipes, waste pipes or air extract trunking, etc. shall be installed until the means of providing egress for all such items from the new or altered bathrooms, kitchens and plant rooms has been submitted to and approved in writing by the local planning authority. Flues, pipes and trunking, etc. shall be installed thereafter only in accordance with the approved details.

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

32. Prior to the installation of any windows/sills, large scale drawings of details of new external sills, lintels, jambs, transoms, mullions, thresholds, etc. 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.

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

33. Prior to the installation of any wall copings, full details of all wall copings, including type, design [cross-sectional drawings may be appropriate], fixings and materials, 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.

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

34. Prior to the installation of any decorative panel, full details of all decorative external panels in walling, including type, design and materials, etc. 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.

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

35. Notwithstanding the approved plans, the dwelling, 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)

36. Prior to the occupation of the development, the existing dropped kerbs shall be returned to a full face kerbed footway.

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

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

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

38. The courtyards to the dwellings hereby approved shall be constructed so that their falls and levels are such that no private water from the site drains across or onto the adopted public highway. Once constructed the courtyards shall thereafter be retained as such.

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

39. Prior to the occupation of unit 7 or 8, details of the louvres to the front elevation, showing size, material and how these will be spaced and angled to obscure views into the adjacent properties on Orchard Street, shall be submitted to and approved in writing by the Local Planning Authority. The louvres shall thereafter be installed in accordance with the approved details prior to the occupation of unit 7 or 8 and shall be retained in perpetuity.

Reason: To protect the privacy of 10 and 11 Orchard Street (Cambridge local Plan 2-18 policies 55, 56 and 57)

40. Prior to the occupation of unit 8, details of a projecting privacy screen to angle views away from the garden of no 9 Elm Street, shall be submitted to and approved in writing by the Local Planning Authority. The privacy screen shall be installed in accordance with the approved details prior to the occupation of no 8 and shall be retained in perpetuity.

Reason: to protect the amenity of the garden of no 9 Elm Street (Cambridge Local Plan 2018 policies 55, 56 and 59)

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.

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: Cambridge City Council recommends the use of low NO_x boilers i.e. appliances that meet a dry NO_x 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 with Cambridge City Councils adopted Air Quality Action Plan (2018)

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

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

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

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

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

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

INFORMATIVE: Electricity substations are known to emit electromagnetic fields. The Public Health England (PHE) Radiation Protection Service has set standards for the release of such fields in relation to the nearest premises. The applicant should contact The National Grid EMF unit on 0845 702 3270 for advice regarding the electric/magnetic fields that are associated with electric substations.

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

Appendix 1: Development Control Forum (DCF) minutes

DEVELOPMENT CONTROL FORUM 26 September 2019

10.00 - 11.30 am

Present

Planning Committee Members: Councillors Baigent, Green, Lord, Porrer, Smart and Thornburrow

Other Councillors: Bick

Officers:

Area Planning Manager: Toby Williams

Senior Planner: Mairead O'Sullivan

Committee Manager: James Goddard

For Applicant:

Peter McKeown (Agent)

Mark Tavaré (Architect)

Chris Senior (Architect)

For Petitioners:

Resident of Orchard Street

19/18/DCF Declarations of Interest

Opening Remarks by Chair

The Chair outlined the role and purpose of the Development Control Forum. He stated no decisions would be taken at the meeting.

Apologies

Apologies were received from Councillors Herbert, McQueen, Page-Croft, Sargeant and Tunnacliffe.

Declarations of Interest

Name	Item	Interest
Councillor Baigent	19/19/DCF	Personal: Member of Cambridge Cycling Campaign

Application and Petition Details

Application No: 19/0560/FUL

Site Address: Land Rear Of 5-17 New Square Cambridge
Cambridgeshire CB1 1EY

Description: Demolition of existing garages, relocation of existing sub-station within the site, and redevelopment to provide 8no. residential dwellings (Use Class C3) with associated infrastructure and landscaping.

Applicant: Jesus College

Agent: Mr Perpertua In Perpetuum Ltd

Lead Petitioner: Resident of Orchard Street

Case Officer: Mairead O'Sullivan

Text of Petition: Concerns raised regarding:

i) **Loss of amenity:** Further decrease in number of off-street parking spaces against increased demand.

ii) **Sustainability:** Overdevelopment height/ elevation – single storey garages replaced with some double height buildings, concerns of overlooking. Small units discourage long term leases and opportunity to become part of a rich and varied community.

iii) **Visual impact:** No provision for cycles, storage of waste bins. Orchard St/Elm St are visited by tourists and visitors. It is vitally important that bicycles and bins are safely and securely stored.

Case by Agent

Mark Tavare made the following points:

1) Described the site location.

2) Design process timeline:

i. 09.03.18 Pre-application meeting at Guildhall

ii. 13.06.18 Pre-application email response

iii. 19.07.18 Public Consultation Exhibition at Jesus College

iv. 17.08.18 Pre-application meeting at Guildhall

v. 30.08.18 Progress meeting with Ward Councillors

3) Public Consultation:

- i. 10 dwellings was thought to be overdevelopment.
 - ii. Arrangement for storage/collection of bins needed.
 - iii. Preference for soft landscaping in front of dwellings.
 - iv. Concerns about noise pollution.
 - v. Concerns of impact on existing resident residential amenity
 - vi. Garages were let to local people.
- 4) Described the final submission site plan.

Peter McKeown made the following points:

5) The application was subject to pre-application discussions with city council officers. A public consultation event occurred in July.

6) The principle of development was acceptable and the proposals were compliant with Policies 3 and 52 of the Cambridge Local Plan 2018.

7) The proposals would result in the loss of 21 single garages, all in the ownership of the applicant. These were rented out on short term leases and not protected in Policy terms.

8) The site was located entirely within the Controlled Parking Zone (CPZ). Existing residents had permits and were entitled to park on the surrounding streets. New residents of the development would not be entitled to parking permits.

9) Consultee responses were all positive (the Tree Officer responded the day before this meeting).

10) Grounds for requesting a DCF:

- i. Loss of amenity – reduction in off street parking spaces.
- ii. Overdevelopment – overlooking from two storey elements.
- iii. Visual impact– no provision for cycles or storage of waste bins.

11) Changes that could be made:

- i. Create more residents parking spaces to compensate for the loss of 21 garages.
- ii. Revisit allocation of visitor parking permits for the new dwellings.
- iii. Explore opportunities for fewer dwellings.

12) Bin and cycle storage:

- i. Policy compliant cycle parking was provided for the 8 new dwellings.

- ii. There was no requirement for the scheme to provide cycle parking for adjoining properties.
- iii. Four of the units had bin storage provided on plot. Communal bins were provided for the other four units and the properties on New Square to the rear.

Case by Petitioners

The Petitioner spoke on behalf of local residents. He made the following points:

13) Residents wanted a development that enhanced the character of the area. They were not against the developing the area, but took issue with the specific details in this application.

14) Concerns of Local Residents:

i. Lack of consultation. Invitations were limited to properties immediately backing onto proposed development – one side of Orchard Street cottages and one side of New Square.

ii. This was the fourth development in the area by the developer.

iii. Overdevelopment of site.

iv. Safety:

Creating a narrow street with walls either side. Two cars could not pass due to a lack of room along the entire (narrow) length of Elm Street. The road was used as a cut through for other parts of the city. The application would exacerbate the current situation.

o New property building windows would open onto the street.

Solution: Push back the whole development by 2 metres into New Square back-gardens and create a pavement and / or create a passing place at the mid-point.

v. Height of two storey buildings. Overshadowing, overbearing and overlooking.

Solution: Change to single storey. Create the desired second bedroom within the stairwell space of current design.

vi. The chimneys on the proposed plan serve no function and interfere with the tree line making the view one of 'prison bars'. They are present in some drawings, but not all, so design details were inconsistent.

Solution: Remove the chimneys.

vii. The Highways report was useful but the comments made were based mainly on a flawed theoretical assessment of the geography of the street and that resident traffic is the main volume of traffic. There was no empirical data to back up the report.

Solution: A more robust survey to be made which puts the traffic flow of the street in the wider context of traffic movement in the Kite.

viii. Queried if Councillors were happy with an electricity sub-station being located between two houses.

Case Officer's Comments:

15) Details regarding the application were sent to neighbouring properties.

16) Subsequent to this, fifteen representations were received from local residents. Key issues:

- a. Loss of garages.
- b. Parking.
- c. Application design.
- d. Visibility in narrow street.
- e. Neighbours' amenity.

17) Statutory consultees raised no objections, subject to planning conditions.

Case by Ward Councillors

Councillor Porrer spoke as a Ward Councillor on behalf of local residents. She made the following points:

18) Had no objection to the development, just wanted to ensure it was appropriate.

19) Bins:

- i. It was unclear on plans if back alleys (used to access bins) were lockable to avoid anti-social behaviour.
- ii. Queried if Waste Operatives would have access to collect bins, or if they would be left on pavements and block the street.
- iii. It was unclear on plans if recycling (green) bins were provided.

20) Amenity space. Queried if there was sufficient:

- i. Private amenity space for residents, or if this would be taken up by bike/bin storage.
- ii. Space allocated for bike storage and different types of bikes eg cargo bikes.

21) A tree (that was not protected) was being lost. Queried what compensation measures would be put in place for loss of gardens and biodiversity as a result of this application.

Councillor Bick spoke as a Ward Councillor on behalf of local residents. He made the following points:

22) The Applicant and Petitioners wanted a high quality application on the site.

23) Concern: The application would exacerbate parking issues in the area by removing off-street parking and forcing cars on-street, which would increase demand in the area.

24) Concern: Width of the road.

i. The road was used as a cut through by commuters.

ii. Elm Street was a narrow road which raised safety concerns.

iii. Requested officers obtained more data from the Highways Authority to get a better idea of road usage to confirm if there would be issues or not.

Members' Questions and Comments:

Peter McKeown answered as follows in response to Members' questions and comments:

25) Locked gates would be provided for the bin stores. Was happy to accept a condition requiring this.

26) All New Square properties would have access to bin stores. All bin types would be provided ie black and green. This was policy compliant.

27) New Square bins would be collected from Elm Street. So communal bins may be introduced for New Square.

28) All units were expected to have adequate private amenity space.

29) Cycle parking was policy compliant with one space per bedroom. The Applicant could look at providing more including space for cargo bikes.

30) Would check bike storage arrangements on New Square.

31) The tree near no. 97 would be removed. Bird and bat boxes would be provided, as would pockets of green space along Elm Street. It would be reviewed if fruit trees would be located in larger gardens.

32) Visitor permits were controlled by the County Council.

33) Would clarify with the Applicant on the number of visitor permits that could be issued. Residents were entitled to 100 days parking per year.

34) Would leave it to the Highways Agency to comment on parking issues. The application was policy compliant.

35) There was a discrepancy in submitted plans, 2 cars could not pass each other on Elm Street.

36) Will liaise with College if garage provision could be offered on another part of the College estate. The College owned land around the site.

37) Alleys in the site would remain communal in perpetuity. The College (as land owner) would ensure communal areas were not sold off with houses as part of permitted development.

38) The application would not alter the pavement width on Elm Street, but drop kerbs would be removed.

39) The accommodation was C3 class for Fellows and private residents, not students.

40) The application was compliant with Policy 51.

41) No laybys were planned for delivery vehicles.

42) A traffic management plan requirement was expected as part of planning conditions.

43) The Conservation Officer supported including chimneys as part of a building ventilation system.

Chris Senior answered as follows in response to Members' questions and comments:

44) Details on the planting scheme could be submitted as part of the submission to demonstrate what would be practicable.

Summing up by the Applicant's Agent

45) The proposed development was high quality, sustainable and complied with national planning policy. It had been designed to have no negative impact on residential amenity.

46) Consultation had been undertaken.

47) Undertook to review issues raised in the DCF. Would discuss the provision of a layby in Elm Street with the Applicant. Also Councillor Porrer's request for clarification on how the level of amenity space provided was policy compliant.

48) The application should reduce the number of vehicle movements in Elm Street.

Summing up by the Petitioners

49) The Kite Area was tightly packed, it was hard to fit in anymore growth.

50) Reiterated concerns:

i. Garages (to be removed) were used to store cars. Their loss was a concern.

ii. Overlooking and overdevelopment of site.

iii. Safety concern due to narrowness of road and lack of passing space. Queried accuracy of drawings showing two cars could pass.

51) Asked for two storey building height to be reduced.

52) Queried if visitors to the area were prioritised over residents.

Final Comments of the Chair

53) The Chair observed the following:

- Notes of the Development Control Forum would be made available to relevant parties.
- Application to be considered at a future Planning Committee.

The meeting ended at 11.30 am

Application Number	19/0964/FUL	Agenda Item	
Date Received	9th July 2019	Officer	Andy White
Target Date	3rd September 2019		
Ward	Market		
Site	Entopia Building 1 Regent Street		
Proposal	Proposed low carbon refurbishment works including replacement passivhaus windows, installation of solar photovoltaic (PV) panels, new disabled entrance ramp and associated works.		
Applicant	Chancellor, Master and Scholars c/o Agent		

SUMMARY	The development does not accord with Section 16 of the NPPF which seeks to conserve and enhance the historic environment as well as policies 55, 61 and 63 of the Cambridge Local Plan 2018 which seek to conserve or enhance the City’s historic environment and Conservation Areas and promote development that enhances the street scene. This development is not considered to achieve these policy aims, for the reason set out in the report, and the recommendation is therefore one of refusal.
RECOMMENDATION	REFUSE

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The application site comprises a three-storey Neo-Georgian building, constructed in 1939, that occupies a prominent location on Regent Street, with Park Terrace to the south of the site and the University Arms Hotel on the other side of Park Terrace. The site is located in the Central Conservation Area with Listed Buildings to the west and north of the site. The building is identified as a Positive Building within the Historic

Core Conservation Area Appraisal, and is also situated within a Controlled Parking Zone.

2.0 THE PROPOSAL

2.1 This application proposes the low carbon refurbishment of the building including replacement passivhaus windows, installation of solar photovoltaic (PV) panels and a new disabled entrance ramp and associated works.

2.2 The application is supported by:

1. Design and Access Statement
2. Public Benefit Statement
3. Heritage Impact Assessment
4. Sash Window Review
5. BREEAM Report
6. Noise Statement
7. Arboricultural Impact Assessment
8. Plans

2.3 The Design and Access Statement (DAS) explains that the building is intended to provide new headquarters for the Cambridge Institute for Sustainability Leadership (CISL). The project is intended to reduce carbon emissions from the building by more than 80% over the next 100 years, and to outwardly demonstrate the Institute's core values and to explore how existing buildings can be upgraded to tackle the climate crisis.

2.4 The most significant change is to the windows. It is proposed to change all the existing timber-framed multi-paned neo-Georgian sash windows with Passivhaus certified timber-framed triple-glazed single pane windows, with the frame sitting in line with insulation added internally to the external walls and recessed behind the opening. Similar windows would also be added to the third-floor level dormer windows, albeit without the recessed frames.

2.5 The DAS goes on to explain that a number of replacement window options were considered:

- Option 1 – double glazed sliding sash (average glazed area of 57%)

- Option 2 – triple glazed mock sash with central horizontal glazing bar with subdividing mullions and transoms (average glazed area of 61.5%)
- Option 3 – triple glazed mock sash with horizontal glazing bar only (average glazed area of 66.2%)
- Option 4 – triple glazed tilt and turn Passivhaus window (open-in) (average glazed area of 69.3%)
- Option 5 – triple glazed tilt and turn Passivhaus window with frame overlapping wall (open-in) (average glazed area of 92.4%)

Option 5, which maximises the daylighting to the building, is the window form proposed in this application.

3.0 SITE HISTORY

Reference	Description	Outcome
15/0528/FUL	Extension to secure Cycle Parking	Conditional Permission
11/1045/FUL	Proposed construction of a glazed draught lobby.	Conditional Permission
11/0101/FUL	Demolition of existing cycle compound, cycle shed, racks and smoking shelter and replacement with extended cycle compound, cycle shed, racks and smoking shelter. This will increase the cycle parking capacity from 28 spaces to 80 spaces.	Conditional Permission
05/0994/ADV	Installation of 1no. non-illuminated individual letter sign and 1no. non-illuminated fascia sign.	Part refuse part approve

4.0 PUBLICITY

4.1 Advertisement:	Yes
Adjoining Owners:	Yes
Site Notices 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 28 35 55 56 58 61 63 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)
Appraisals	Historic Core Conservation Area appraisal 2017

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

6.1 No significant adverse effect upon the highway.

Environmental Health

6.2 The proposal is acceptable subject to conditions relating to construction hours, deliveries and collections during construction and noise insulation of plant, and informatives relating to Noise from plant and low Nox boilers.

Conservation Team

6.3 The replacement of the existing windows with those proposed would adversely affect the building's contribution to the appearance of the conservation area by stripping out some of the detail that is characteristic of the former post office typology. Windows that retained a multi-pane appearance (whilst allowing ungraded thermal performance) would be preferable.

Sustainability Officer

6.4 Supports the proposal. In the context of the Council having declared a Climate Emergency, the approach being taken by Cambridge Institute for Sustainability Leadership in looking to deliver an exemplar low carbon retrofit is fully supported.

6.5 The proposal seeks to achieve exemplary sustainable construction standards for the refurbishment of the building which would represent global best practice. The use of photovoltaic panels and heat pumps is supported, as the approach to water efficiency, with the scheme targeting 4 out of

5 BREEAM credits for water efficiency, which represents a 50% reduction in potable water use compared to the building baseline.

- 6.6 The replacement windows are an important element in enabling the building to achieve the EnerPHit standard. An alternative option, more in keeping with the style of the original windows, may still enable the EnerPHit standard to be achieved, this approach would remove any contingency buffer, putting achievement of the EnerPHit standard at risk at the construction stage. It is best practice in seeking exemplary construction standards for a buffer to be identified. I would support the submitted proposal which provides more certainty that the EnerPHit standard can be achieved.
- 6.7 From a health and wellbeing perspective, a significant challenge for this building is enhancing internal levels of daylighting due to the deep plan nature of the building. None of the window options put forward would meet BREEAM requirements for daylighting.
- 6.8 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS

- 7.1 One representation has been received from Cambridge Past Present Future. It is supportive of the overall project to improve the energy efficiency and thermal performance of the building, but not the alterations to the windows. "The windows are original, historic and positively contributed to the street scene, elevations of the building and its character. The loss of these windows would result in harm to the conservation area, reduce the positive contribution to the street scene without less harmful alternatives seemingly being explored".

8.0 ASSESSMENT

Background

- 8.1 The application has been referred to Committee at the discretion of the Joint Director of Planning and Economic

Development as the proposal raises key issues of balancing climate change and heritage significance concerns.

Context of site, design and Conservation Area

- 8.2 Policy 63 of the Local Plan states that proposals to enhance the environmental performance of heritage assets will be supported where a sensitive and hierarchical approach to design and specification ensures the significance of the asset is not compromised by inappropriate interventions. The supporting text to the policy states that the Council is committed to tackling climate change and reducing the city's carbon emissions but, at the same time, is also committed to conserving the city's historic environment. The Council's aim is therefore to ensure a balanced approach between protecting heritage assets and tackling climate change and, where works would harm the building's integrity or significance, that harm will be weighed against the public benefit of the proposal.
- 8.3 The site is located in a highly prominent location and the location, design, scale and form of the building are critical issues in considering the proposals. The identification of the building as a positive building in the Conservation Area Appraisal indicates that the building has an important role in contributing to the Conservation Area. The applicant's heritage impact assessment identifies that the building "makes a valuable contribution to the overall architectural, historical and aesthetic character and appearance of the wider conservation area". The NPPF at paragraphs 184 onwards sets out national policy for the protection of historic assets and the approach a planning authority should take when faced with an application affecting an historic asset. In this instance the heritage issue is whether the proposed changes to the building would preserve or enhance the conservation area. If there would be harm, it then needs to be established whether that harm amounts to substantial harm, total loss or less than substantial harm to its significance. Where a development leads to less than substantial harm, this needs to be weighed against the public benefits of the proposal.
- 8.4 The alterations to the roof are considered to be an improvement to the building with the existing plant being replaced by well positioned solar panelling. The access ramp to the entrance is also supported by officers as is the proposal for cycle parking.

- 8.5 The key issue is the change to the character and appearance of the building in the proposed altered form of the 94 windows that light and ventilate the building over three floors, including the dormers in the roofspace.
- 8.6 The existing timber-framed multi-paned sash windows are considered to be a defining characteristic of the existing building. It is argued by the applicant that the current windows are not the original windows and this part of the conservation area has been altered over time and that “the benefit to buildings users and wider public derived from the energy performance outweigh the impact on the character of the original building and surrounding context”. The design and access statement also argues that the replacement windows “would add to the character” of the conservation area. Officers disagree with these points. Taking as a starting point the definition of development it is the case that the current timber framed windows (which probably replaced the critical originals) would have been of an appearance that was considered to be similar to the original windows and as such would not be considered to be development having regard to the definition of development at Section 55 of the Town and Country Planning Act. The obvious insinuation from this is that windows that are not similar would require planning control because of the potential harm to the character of a building.
- 8.7 The proposal that has come forward proposes single pane windows in the multiple (94) large gaps in the facades of the building. Officers consider that the impact of such a change is harmful to the character and appearance of the building, does not preserve or enhance the character and appearance of the conservation area and is harmful to the street scene. In the Conservation Area it is necessary for development proposals that come forward to either preserve or enhance the appearance of the Conservation Area. The applicants accept that the proposed windows are harmful to the character and appearance of the Conservation Area and in this they are in full agreement with the Council’s Conservation Team. The harm is considered to be less than substantial given that the structure will remain but given the height of the building, the fact that it makes a positive contribution to the conservation area, the number of windows that are altered and the number of public facades of the building, there would be a dramatic impact upon the appearance of the existing building. Even in the case of less

than substantial harm, the NPPF makes it clear that, when assessing public benefits, “great weight” should be given to the asset’s conservation. Case law has shown that this is not just a matter of planning balance but is a prime obligation in law of the LPA to ensure the significance of a heritage asset is preserved, and that there is a weighted balance in favour of this obligation.

8.8 The applicant argues that there are public benefits associated with the proposal that outweigh the harm that is agreed by all to result from the change. To this end arguments are put forward as to the energy efficiency that would be achieved for the entire building with the single pane window (Option 5, as proposed in this application). The Council needs to consider whether the carbon reduction benefit of the proposal over and above that achieved by the alternative options (officers consider Option 2 in the DAS would be appropriate) is justified in the public interest.

8.9 Officers are of the view that the harm to the street scene and the Conservation area will be apparent to the public for the lifetime of the windows and note that the difference between the energy performance of the building with the single pane windows as compared to the option 2 Georgian style windows (within Design and Access submission) is 4.4% over 100 years. Officers are firmly of the view that this is not a significant or tangible public benefit and were members minded to approve the application contrary to officer advice consider that the proposal would be an exemplar of the Planning Authority accepting that the character and appearance of its conservation areas is less important than the energy efficiency of the building which would be contrary to Policy 63 of the local plan. Such a decision would be likely to result in applications coming forward for energy efficient windows that would be less respectful of the design and history of the heritage buildings in the City of Cambridge. The approach to this point of Committee and Officers (which is reflected in the recently adopted local plan) is that a high quality design and appearance of windows within the historic environment is critical. Officers are content that refusing this application is the appropriate response to the application for the following reasons:

1. Officers can demonstrate through the applicant’s own submissions and the response of the Sustainability Officer that the use of appropriate windows will achieve the BREEAM and

EnerPHit certification providing that the project management of the refit is of a high standard.

2. Officers consider that by refusing the proposal this will send the appropriate signal to applicants, window designers and manufactures that greater effort needs to go into achieving better performing windows that have the appearance appropriate to the old and historic buildings of Cambridge within which they will function. The applicants design and access statement acknowledges that more appropriate windows are likely to become available in the future. However, the officer view is that this is likely to be delayed if the Planning Authority is not firm in requiring high quality windows at this time.
3. That in achieving zero carbon retrofits the Planning Authority will not compromise significantly the approach to the protection of the historic environment for its own sake as well as for the public benefit, be that residents or visitors, of the population of Cambridge
4. Committee members have the comfort of knowing that in refusing this application they will not be delaying the project as the applicant has been advised in writing by Officers that the use of the Georgian Style windows (Option 2 windows in the applicants Design and Access submission) would not constitute development having regard to Section 55 of the Town and Country Planning Act

8.10 On the basis of the above the conclusion of Officers is that the application in its current form should be refused

9.0 RECOMMENDATION

REFUSE for to the following reason:

1. No.1 Regent Street is prominently located on the corner of Regent Street and Park Terrace, and is identified as a Positive Building in the Historic Core Conservation Area Appraisal 2017. An important characteristic of the building is its timber-framed multi-paned neo-Georgian sash windows, arranged over three floors (94 window openings in total). The proposed replacement of these windows with contemporary triple-glazed single pane windows would harm the design and appearance of the building and, consequently, the contribution it makes to the character and appearance of the Conservation Area. The harm is considered to amount to 'less than substantial harm'. Whilst it is acknowledged that the development would result in a public benefit, by improving the energy efficiency of the building to Passivhaus standard, this is at the expense of the character of the building. The documentation accompanying the application makes it clear that there is an appropriate window that would respect the character of the building and achieve EnerPhit and BREEAM outstanding certification. The difference in energy performance of the retrofitted building with the 94 single pane windows compared to the retrofitting of the building with 94 Georgian style windows is 4.4% over 100 years, and this is not considered to be of such significant or tangible public benefit that it would justify the clear harm to the character and appearance of the building and wider Conservation Area, and override the Local Planning Authority's obligation to preserve the significance of heritage assets.

The development is therefore contrary to Section 16 of the NPPF, which seeks to conserve and enhance the historic environment, and to Policies 55, 61 and 63 of the Cambridge Local Plan 2018 which seek to preserve or enhance the City's historic environment and Conservation Areas, and ensure that changes to heritage assets to address climate change do not compromise the significance of the asset.

This page is intentionally left blank

Application Number	19/0651/FUL	Agenda Item	
Date Received	13th May 2019	Officer	Mary Collins
Target Date	8th July 2019		
Ward	Trumpington		
Site	23 Barrow Road		
Proposal	Erection of bike store		
Applicant	Mr & Mrs Balch 23, Barrow Road		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ul style="list-style-type: none"> ○ The proposal complies with policies 1, 55, 57, 61 and 82 ○ It would not adversely harm neighbours' amenities. ○ The proposal would not adversely harm the character and appearance of the Barrow Road Conservation Area
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 No. 23 Barrow Road is a detached property situated on the northern side of Barrow Road.
- 1.2 It has a large front garden which is bounded by a hedge to the front and sides with access to the drive to the right-hand side.
- 1.3 The property is situated in the Barrow Road Conservation Area.

2.0 THE PROPOSAL

- 2.1 Planning permission is sought for the erection of a bike store in the front garden.
- 2.2 It would be sited in the south-western corner of the front garden.
- 2.3 The structure would have sides in stained vertical timber boarding. It would be 1.5 metres high internally and the roof would be a Green Roof laid in sedum.
- 2.4 It would accommodate 4 bicycles and would have a footprint of 2 metres deep by 2.15 metres wide.
- 2.5 The application is accompanied by the following supporting information:
1. Design and Access Statement
 2. Drawings

3.0 SITE HISTORY

Reference	Description	Outcome
19/0227/FUL	Erection of bike store in the front garden	Withdrawn 23.05.2019
18/0018/FUL	Retrospective removal of hedging to rear and part of side boundaries and replace with wire netting to side boundaries and a 2.6m high close-board panel fence with trellis to rear boundary	Approved 15.03.2018
17/1090/NMA1	Non-material amendment on application 17/1090/FUL to amend the East elevation by replacing a new double casement ground floor window with two new single casement windows in slightly altered locations.	Approved 06.11.2017
17/1090/FUL	Extension to the north and west, swimming pool in the rear garden and associated tree	Approved 23.08.2017
C/64/0566		Approved

works.
Extensions

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, 55 56, 57, 61, 82

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

	National Planning Policy Framework 2019 National Planning Practice Guidance Cambridge City Council (May 2007) – Sustainable Design and Construction Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001). Cambridge and Milton Surface Water Management Plan (2011) Barrow Road Conservation Area Appraisal 2016
--	---

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Control)

6.1 No comment on the behalf of the Highway Authority.

Conservation Team

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

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

7.0 REPRESENTATIONS

7.1 Cllr Thornburrow has commented on this application.

The application would be reviewed under:

Policy 56: Creating Successful Places

Policy 58: Altering and Extending Existing Buildings

Policy 61: Conservation and Enhancement of Cambridge's Historic Environment.

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

Objection

- 1 Barrow Close
- 3 Barrow Road
- 4 Barrow Road
- 6 Barrow Road
- 8 Barrow Road
- 9 Barrow Road
- 11 Barrow Road
- 12 Barrow Road
- 16 Barrow Road
- 17 Barrow Road
- 18 Barrow Road
- 19 Barrow Road
- 21 Barrow Road

- 22 Barrow Road
- 24 Barrow Road
- 25 Barrow Road
- 27 Barrow Road
- 30 Barrow Road
- 35 Barrow Road
- 36 Barrow Road
- 37 Barrow Road
- 45 Barrow Road
- Cambridge Past, Present and Future

Support

- Camcycle- The Bike Depot 140 Cowley Road Cambridge CB4 0DL

7.3 The representations can be summarised as follows:

Objection

The Barrow Road Conservation Area Appraisal, Section 9, Guidance, clearly states that "Any proposed development, both extensions and new buildings within the conservation area or its setting should meet the requirements of the relevant guidanceand continues: It is important, too, to ensure that no development takes place in front of the common building line."

The proposed bike store would be the first development forward of the building line in over 35 years. It could be a precedent which, when reproduced in varying forms along the road, could destroy incrementally the open leafy character which the conservation area is designed to uphold.

This is a conservation area and allowing sheds to be built in front of the houses would seriously impact on the character of the Road and is not in keeping with the current frontages. It should be noted that whilst planning guidance states that bicycle access and storage should have equality of facility as cars the converse then also applies: once a bike shed in front of the building line is permitted then the precedent is set for garages to be built.

There is ample space for a bike store in the rear garden of no 23 close to the house where previous occupants kept their

bikes. There is at least 4 feet spare along the side path from front to back of the property and cycle provision was deemed adequate by the Planning Department when permission was given for the recently completed sideways extension.

This new proposal for a smaller bike store does not change the fact that it is still a permanent structure to be located in front of the building line and therefore goes against the Conservation Area guidelines.

As Barrow Road is now a conservation area any structure that is accepted for erection now might in the near future give basis for more permanent and larger structures. The bike shelter visibility at the moment becomes an irrelevant factor if in the future the hedge is cut down or dies off naturally.

Permitting development forward of the building line, however large or small, on the basis that it is fine as long as it is screened by a hedge, opens the field to future applicants offering to plant a hedge high enough to screen whatever they want to build. The high hedge in itself is contrary to the historic open aspect of the street where the purposeful garden suburb layout permits a view of the houses set back from the road.

Support

CamCycle

Support application 19/0651/FUL to construct a bike shed in the front garden of the house, under policy 82 of the Local Plan. Note that this house and most of the others around it already have car parking in the front, therefore it is perfectly reasonable to have cycle parking in the front as well, since cycle parking is meant to be at least as convenient as car parking according to the Local Plan paragraph L.24.

The proposed shelter is smaller than a car, therefore it has less effect on the surrounding neighbourhood than the cars parked in front of most of the neighbour's properties. Find that this design meets policy 61 requirements by being respectful to its setting and having a clear justification: the need for cycle parking as laid out by policy 82.

- 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

Context of site, design and external spaces and impact on the Barrow Road Conservation Area.

- 8.1 The statutory test set out within section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 with regard to conservation areas is that, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. Policy 61 of the Local Plan acknowledges the importance of understanding the significance of the heritage asset and the impact of new development on the heritage asset. It advises that new development should respect the character, appearance and setting of the locality and be designed to contribute to local distinctiveness. Policy 57 requires new building to be appropriately designed having regard to local character, including the impact upon heritage assets.
- 8.2 The front gardens to the northern side of Barrow Road have some degree of enclosure through boundary hedging and there are a number of street trees all of which add to the verdant appearance of the street. The houses are also set back from the street behind front gardens with a common building line and this provides visual openness to the street.
- 8.3 The Conservation Area Appraisal provides guidance for new development and states that it is important to ensure no development takes place in front of the common building line. The construction of structures forward of the principal elevation require planning permission regardless of the conservation area status however, each proposal is considered on its own merits.
- 8.4 The existing hedge currently screens the proposal from view from the public realm. Consequently, the presence of a small structure would not be readily discernible from the street. The proposal is not considered to be visually significant due to its limited height and depth and light-weight appearance. Furthermore, given its diminutive nature, it would preserve the openness between the existing dwelling and the front boundary.

Taking all these factors into consideration, it is considered that this small timber store would not visually harm the character or appearance of the Barrow Road Conservation Area. As such Officers are satisfied that the siting and appearance of the store in the front garden is acceptable.

- 8.5 The provision of good, high quality and easily accessible cycle parking is encouraged by policy 82 of the Local Plan. The applicant has chosen a position to the front of the dwelling tucked into a corner and largely hidden away from view behind the boundary hedge, in an easily accessible location. The proposal therefore, satisfies the principle of this policy by promoting a sustainable form of transport within Cambridge.
- 8.6 The proposed structure is small is scale with timber sides resulting in a lightweight appearance. It is also proposed to construct a sustainable Green Sedum roof to provide a small improvement to biodiversity. It has been sited discretely within the front garden and would read as a subservient structure that would not detract from the appearance of the dwelling.
- 8.7 In the opinion of Officers the proposal is compliant with Cambridge Local Plan (2018) policies 57, 61 and 82.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.8 The proposed bike store is sited close to the boundary with the adjoining property at 21 Barrow Road. Given its position and scale, it is the opinion of Officers that it would not have a detrimental impact on the amenities of this property.

Third Party representations

- 8.9 One letter of support has been received however, a number of residents have made representations against the proposal on the grounds that it will set an unacceptable precedent for the erection of buildings within the front gardens of properties in Barrow Road. Firstly, it is important to identify that each application for planning permission is assessed on its own merits. The assessment above has set out why the proposed bike store is considered acceptable and would not, in the

opinion of Officers, set a precedent for larger structures such as garages to be considered acceptable.

9.0 CONCLUSION

- 9.1 In conclusion, it is considered that the proposal will preserve the character of the Conservation Area and will not harm the amenity of neighbouring occupiers. It is therefore, recommended to grant planning permission.

10.0 RECOMMENDATION

GRANT PLANNING PERMISSION, 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.

This page is intentionally left blank

Application Number	19/0183/FUL	Agenda Item	
Date Received	11th February 2019	Officer	Mary Collins
Target Date	8th April 2019		
Ward	Trumpington		
Site	3 Saxon Street		
Proposal	Single storey rear extension and rear roof extension.		
Applicant	Mr & Mrs T. Stainsby 3, Saxon Street		

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 conservation 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 3 Saxon Street is situated on the southern side of the street and is situated in a terrace of 11 two storey dwellings. The property along with its adjoining neighbours has been extended at two storey level and roof level.

1.2 To the rear boundary is the end gable wall of Panton Hall which is constructed on the rear boundary of the application site and the adjoining property at 2 Saxon Street.

1.3 Saxon Street is a cobbled road and is situated within the New Town and Glisson Road Conservation Area.

2.0 THE PROPOSAL

2.1 Planning permission is sought for the erection of a single storey rear extension and rear roof extension.

2.2 The ground floor single storey extension projects 3m from the rear of the existing house with a maximum height of 3.1m. The roof extension replaces the existing dormer with a continuation of No.4's mansard type roof profile. The height does not exceed the line of the roof line of No4. The rear extension will be built in matching Cambridge cream coloured brickwork and natural slate roof to match the existing house materials.

2.3 Revisions were made to the original submission with the rear extension being reduced at eaves level to 2.1m, the width has been reduced to allow for gutters each side. A two storey element was originally proposed but has since been removed from the proposal.

2.4 The application is accompanied by the following supporting information:

1. Design Statement
2. Drawings
3. Shadow Study

2.5 This application was originally scheduled to be heard at the August committee meeting but was withdrawn to enable neighbours to view the shadow study that was submitted just before that Committee.

3.0 SITE HISTORY

Reference	Description	Outcome
C/81/0758	Alterations and additions to existing dwelling houses (2,3 & 4	Approved 14.12.1981

4.0 PUBLICITY

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

5.0 POLICY

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

5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2018	Local	1 35 55 56 58 61

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

	<p>National Planning Policy Framework 2019 National Planning Practice Guidance 2014 Circular 11/95 – The Use of Conditions in Planning Permissions (Annex A) Cambridge City Council (May 2007) – Sustainable Design and Construction Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001). Cambridge and Milton Surface Water Management Plan (2011) New Town and Glisson Road Conservation Area Appraisal (2012)</p>
--	---

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Control)

6.1 No comment on the behalf of the Highway Authority.

Conservation team

6.2 This house is one of a small terrace of early 19th century houses within the New Town and Glisson Road conservation area. Numbers 2, 3 and 4 all had their roofs changed in the early 80s with the raising of the ridge and rear elevations of the houses. Numbers 2 and 3 have a matching style of part inset dormer in the roof with a small extension to the rear. Number 4 has a higher ridge height and has a sloping form similar to that proposed in this application.

This proposal is to alter the roof line to remove the existing inset dormer and take the roof slope down at a gradual pitch to meet a new small two storey extension. There are no objections to the small two storey and single storey extensions.

Whilst it is acknowledged that the existing rear roof does not enhance the character of the conservation area it does currently match that of No 2. This proposal is not an improvement to the existing situation in conservation terms.

Revised drawings

This amendment has reduced the scale and altered the form of the rear extension which is an improvement on the previous proposal, however it retains the changes to the roof slope to remove the existing inset dormer and take the roof slope down to meet the eaves of the original roof and match the roof slope of No 4.

Whilst it is acknowledged that the existing rear elevation does not enhance the character of the conservation area it does currently match that of No 2. This proposal would increase the bulk of the rear roof and would fail to preserve or enhance the character of the conservation area.

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

7.0 REPRESENTATIONS

7.1 Councillor Robertson has commented on this application.

A rear extension to Nos. 2, 3 and 4 Saxon Street has been added in a sympathetic way.

The rear extension would adversely impact on the setting, character and appearance of the conservation area in contravention of Policies 58 and 61. As there is already a back extension to the original building, any new back addition should not add to this so that the combination of existing and new extension exceeds 3m.

The applicant has failed to provide plans which show the proposed work in the context of the full row of houses. Nor has any assessment on the loss of light to adjoining houses been provided.

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

Object

- 26 Brookside
- 33 Brookside
- 4 Coronation Place
- 45 Lensfield Road
- 10 Panton Street
- 12 Panton Street
- 2 Pemberton Terrace
- 4 Pemberton Terrace
- 3 St Eligius Street
- 1 Saxon Street
- 2 Saxon Street
- 7A Saxon Street
- 8 Bell Hill, Histon (owners of no.4 Saxon Street)
- The Mews, Buckland Lane, Maidstone, Kent

Support

- 5 Saxon Street
- 24 Russell Court
- 85 Tavistock Road

7.3 The representations can be summarised as follows:

Overshadows, overlooks and visually dominates. The extension takes up a considerable part of the garden and it does not enhance or contribute to the local conservation area.

The proposal seems to be disproportionately large for such a small property and breaks the property line in the middle of this row creating an inappropriate change for a Conservation Area.

Permission to extend the terraced houses of 2/3/4 Saxon Street was granted in the mid to late C20 following the guidelines of the Local Planning Authority. The properties were extended by 2.5 metres, allowing a single storey building, not overshadowing neighbouring properties and complying with local planning rules. What consideration is there of the earlier extension as this and the new proposed extension, a combined length of 6.150 metres at ground floor level, cover a greater area than the original footprint of the house

These terraced properties have narrow gardens with limited access. The height of the proposed extension would dominate and overbear the properties on either side. Panton Hall abuts the southern wall of No 2 Saxon Street, limiting light into these small gardens. The height of the proposed extension would create further shadow, restricting sunlight not only in the garden but to the only window and main living area of the adjoining terraced houses. Light would also be restricted on the first floor.

Letters of support state the proposal would help maximise the ground floor living area and make it easier and more accessible to move around. This seems to be a well-conceived sympathetic extension in keeping with the area that will add space with minimal to no impact on neighbouring properties including no disruption of natural light

Revised drawings

The proposal would result in significant loss of amenity and loss of light to main living rooms on the ground and upper floors.

A representation has been submitted on behalf of 2 Saxon Street by Right of Light Consultancy. This report indicates that

the proposal is likely to satisfy the BRE 45-degree test but recommend that further tests are required to show how the proposal is likely to impact on diffuse daylight, namely the Vertical Sky Component and the Daylight Distribution. The report suggest the proposal is likely to reduce the level of the VSC below the BRE recommendations and is likely to breach the BRE test for VSC.

- 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

Context of site, design and external spaces Impact on the Conservation Area

- 8.1 There are no public views of the rear of this terrace from within the wider conservation area and from Panton Street with the only view available from the parking area to the east of the application site. There are views from the rear of the properties in Brookside to the west and Panton Street to the east
- 8.2 Officers agree with the view of the Conservation Officer that the existing rear roof does not enhance the character of the conservation area with its part inset dormer in the roof but hold the opinion however that given a similar Mansard style roof has been constructed on the adjoining property at 4 Saxon Street and given the limited wider views of the rear of this terrace from within the conservation area, that in this instance the proposal to match the design of no. 4 would not have a detrimental impact on this terrace and that the proposal would therefore preserve the appearance of the conservation area.
- 8.3 The proposed extension along with the previous two storey extension to the rear of the property would not detrimentally impact on the amount of useable garden space or the pattern of surrounding development and would not infill or urbanise the rear of this terrace. The depth of the remaining rear garden would be 8 metres and the proposal plus previous additions would not extend over more than half the existing garden area.
- 8.4 The proposed single storey rear extension projecting a further 3 metres from the rear building line of this terrace is not

considered to be detrimental to the appearance of the dwelling, the terrace or the wider conservation area. It is a subservient extension with a pitched roof and is an appropriately sized and designed extension to this dwelling.

- 8.5 In Officers opinion the proposal is compliant in design terms with Cambridge Local Plan (2018) policies 55, 56, 58 and 61.

Residential Amenity

Impact on amenity of neighbouring occupiers

2 Saxon Street

- 8.6 This property is situated to the east of the application site and has a large rear facing window and a glazed door at ground floor level. Officers are of the opinion that owing to the limited depth of the proposed ground floor extension with a low eaves level that the proposal would not result in a detrimental loss of light and would not result in undue enclosure of this property.
- 8.7 The adjoining properties in this terrace have been extended at the same time to the same depth to the rear. Officers are of the opinion that given that the rear walls of the properties are currently in line, that a similar situation to the permitted development fall-back position of a single storey rear extension could be argued in this case. As such, permitted development consider an extension of this depth, height and eaves level would not be detrimental to the amenities of adjoining properties by way of loss of light. This is confirmed as the proposed extension does not fail the BRE 45 degree test when measured on both the vertical and horizontal plane in relation to this window, failing only on the horizontal plane.
- 8.8 The Shadow Study submitted by the applicant made assessments at 9.00am, 12.00pm and 15.00pm respectively on the Winter Solstice, Spring Equinox and Summer Solstice. The results of this study indicate that there would be some overshadowing in the summer evenings but this would not have a detrimental impact to this property.
- 8.9 With respect to the extension to the roof, given there are three windows serving the bedroom in the loft and the windows are

set in from the edge of the roof, this is not considered result in a detrimental loss of light to these windows.

- 8.10 The owner/occupier of 2 Saxon Street has commissioned a Case Appraisal Report in relation to Planning and Legal Rights of Light. This concludes that although the proposed single storey rear extension itself would not impact detrimentally on the amount of light reaching the ground floor rear window that the proposal would breach the BRE Vertical Sky Component test for daylight in respect of this main living room window.
- 8.11 Officers consider that as the proposal does not fail the BRE test on both the vertical and horizontal planes, only failing on the horizontal plane that there is no requirement for further assessment of the Vertical Sky Component in respect of the living room window and that the proposal is acceptable.
- 8.12 The proposal is not considered to result in an undue sense of enclosure to this property. This property is already enclosed to its eastern boundary by a high brick wall and faces the gable end of Panton Hall. There is a retained distance of the is

4 Saxon Street

- 8.13 This property adjoins to the west and has a very short rear garden which is bound by a high garden wall alongside the application site. The rear courtyard of this dwelling already has an enclosed feel and Officers are of the opinion that the proposed extension would not cause any significant additional harm through enclosure and would not result in a detrimental loss of light to this property.
- 8.14 This property is situated to the west of the application site and the proposal would only overshadow this property early in the morning. Given this property faces south, it is considered that this would not have a detrimental impact to this property.
- 8.15 In the opinion of Officers, the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and in this respect, it is considered to be compliant with Cambridge Local Plan (2018) policies 56 and 58.

Third Party Representations

- 9.0** The cobbled road is outside the application site and is therefore outside the scope of this application. For a minor development of this scale, it is considered that the council wouldn't normally seek to control construction traffic management by condition.

10.0 CONCLUSION

- 10.1 In the opinion of Officers, the proposed development would not have an adverse impact upon the conservation area or neighbouring properties.

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. Unless otherwise agreed in writing by the Local Planning Authority, the extension(s) hereby permitted shall be constructed in external materials to match the existing building in type, colour and texture.

Reason: To ensure that the extension(s) is(are) in keeping with the existing building. (Cambridge Local Plan 2018 policies 55, 58 and 61)

PLANNING COMMITTEE

17th December 2019

Application Number	19/1317/FUL	Agenda Item	
Date Received	25th September 2019	Officer	Mary Collins
Target Date	20th November 2019		
Ward	Queen Ediths		
Site	95B Glebe Road		
Proposal	Single storey front extension and a partial first floor side extension		
Applicant	Mr James Scott 95B, Glebe 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 conservation area. - The proposed development would not have any significant adverse impact on the amenity of surrounding occupiers.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

1.1 The site is located on the northern side of Glebe Road and occupies a backland position behind the main frontage of Glebe Road and is situated directly behind the pair of semi-detached dwellings at 91 and 93 Glebe Road and to the rear of the large detached dwelling at 95 Glebe Road. It shares an access road with 95A Glebe Road which is a detached dwelling constructed at the same time as 95B.

1.2 The existing property is detached and has an off-centre two storey height gable with a half hip with a hipped single storey section to the front with a hipped roof. The remaining sections

of the dwelling are single storey with the main section to the east of the gable and a narrower section to the west of the main two storey gable.

- 1.3 The site is surrounded by residential uses with a mix of types and styles of dwellings with the rear gardens of the bungalows in Baldock Way adjoining to the east.

2.0 THE PROPOSAL

- 2.1 Planning permission is sought for the erection of a single storey front extension and partial first floor side extension.

- 2.2 The proposed front extension would be 5.3 metres wide by 3.5 metres deep. It would have a hipped roof and would be sited in the angle between the existing ground floor front projection and the front wall of the dwelling.

- 2.3 The first floor side extension is proposed to the eastern side of the dwelling. It would have a hipped roof with a central flat roofed section and an eaves level of 4 metres and ridge height of 6.3 metres. It would extend 9 metres sideways and would be 6.2 metres deep.

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

1. Design Statement
2. Drawings

3.0 SITE HISTORY

Reference	Description	Outcome
06/1078/FUL	Erection of two 3-bed dwellings with parking for four cars, plus retention of no. 95 Glebe Road.	Approved 20.12.2006
05/1025/FUL	Erection of 2no. 3 bed dwellings with 2no double garages plus retention of 95 Glebe Road.	Refused 14.12.2005

4.0 PUBLICITY

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

5.0 POLICY

5.1 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 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2018	1, 55, 58

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

	National Planning Policy Framework 2019 National Planning Practice Guidance Cambridge City Council (May 2007) – Sustainable Design and Construction Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001). Cambridge and Milton Surface Water Management Plan (2011)
--	---

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Control)

6.1 No comment on the behalf of the Highway Authority.

6.2 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 Cllr McGerty has commented on this application. Concern about the mass and height of the application which appear to contradict previously refused applications in same location.

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

- 20 Baldock Way
- 22 Baldock Way
- 24 Baldock Way

7.3 The representations can be summarised as follows:

Previous applications turned down any construction that would have "an overbearing effect on the neighbouring residents immediate outlook", the land behind the houses having originally been an orchard.

The construction of 95B in its current layout with a single storey with roof directly behind 22 Baldock Way resulted in significant loss of light to west facing ground floor. Consequently, window layout on the ground floor changed to increase light level to the living areas in the west part of the house. The increase in height of 95B directly behind out building will significantly reduce the light into the house from the west, both at ground level and the first floor of our house.

It will impact immensely on visual amenity, as a result of the increase in structural height of the building by 1.5 times the current height. This increase in height and dominance of the building will undoubtedly affect the well-being of the occupants of not only ourselves at 22 Baldock Way, but also our neighbours at 20 Baldock Way.

The property 95B is located on a large piece of land by current standards with sufficient flexibility to extend the property without impacting on the houses on Baldock Way, as was the recommendation from the previous planning application in 2006.

For 2 dwellings, (05/1025) the Council, in their Condition 4, noted that the proposal will unduly dominate the outlook

from neighbouring properties, especially those in Baldock Way Those proposals included a two storey section of building, containing 1 bedroom, on Plot 2 (now 95B Glebe Road) which was located 13.5m back from the boundary with the Baldock Way houses.

A revised scheme, re-using the same plan format but with a slight reduction in floor area and ridge height was then submitted (Planning Reference 06/1078). This application maintained the same 13.5m separation of the two storey element from the Baldock Way boundary and the scheme was approved by the Council in December 2006. It is noted that this Planning Permission removed, by Condition 4, all Permitted Development Rights, a clear indication that the Council maintained its concerns about possible future over-development on this site.

In dismissing the appeal for 2 dwellings on July 27th 2006, the Inspector noted, in paragraphs 6 and 7 of his Decision that....'the design also involves locating the first floor accommodation of the houses sufficiently far away from Baldock Way properties to prevent the development having an overbearing effect on the neighbouring residents' immediate outlook. The houses would also be visible from the surrounding area, the light-coloured zinc roofs serving to emphasise their presence. These considerations lead me to conclude that the proposed development would not only displace the green backdrop provided by the site but would also intrude into and undermine the spacious character of the area.

It is clear from the above that great importance has been attached by the Council and the Planning Inspectorate to the size of the buildings and the distance of the two storey accommodation of 95B from the Baldock Way houses.

The current application proposes to extend this two storey element of accommodation by approximately 8.4m, bringing it to just over 5m from the Baldock Way boundary. As such it will clearly dominate the outlook from Nos. 22 and 20 Baldock Way and cause demonstrable harm to the occupants.

- 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

Context of site, design and external spaces

- 8.1 Policy 55 of the Local Plan requires new development to respond appropriately to local context. The existing dwelling is in a backland location behind properties fronting Glebe Road, Baldock Way and Hills Avenue. As such, any proposed extension must have due regard to the relationship with adjoining properties. Policy 58 of the Local Plan acknowledges that residential properties need to be adapted over time to meet the changing needs of occupiers. Extensions therefore, needs to respect the existing built form both in terms of scale and appearance whilst ensuring the amenity of neighbouring properties is not unduly harmed.
- 8.2 The general character of the area is predominantly 2 storey semi-detached and detached dwellings. There are 2 dwellings which have been erected to the rear of 95 Glebe Road as part of a planning permission granted in 2006. The existing dwellings are part single and part two storey Given its backland location, there are restricted public views of the front of the dwelling from Glebe Road itself.
- 8.3 The proposed extension to the front would be single storey, it would be set back from the hipped gable of the existing single storey element to the principal elevation and would be a subservient addition to the front of the property.
- 8.4 The introduction of a first floor over the existing single storey section to the eastern end of the dwelling is considered to respect the proportions of the existing dwelling and would not result in an undue increase in scale and massing of the dwelling.
- 8.5 In this instance the scale and massing of the dwelling as proposed would not, in the opinion of Officers, be detrimental to the character and appearance of the area. Furthermore, there is still adequate spacing retained around the dwelling so as not to appear cramped on the existing plot.
- 8.6 In the opinion of Officers the proposal is compliant in design terms with Cambridge Local Plan (2018) policies 55 and 58.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.7 The first floor extension to the existing dwelling would be approximately 5 metres from the common boundary with the adjoining gardens of the dwellings to the east in Baldock Way.
- 8.8 The rear of the property at 22 Baldock Road would directly face the side elevation of the host dwelling. However given the separation between the common boundary and the pitch of the roof, which is sloping away from no.22, this property would not be detrimentally impacted by loss of light, loss of outlook or result in an undue sense of enclosure. In terms of overshadowing, the application site is situated to the west where any additional overshadowing impacts would not be detrimental.
- 8.9 With regard to privacy, there are no additional windows proposed in the side elevation apart from the window to the proposed family room which is at ground floor level and sufficiently set in from the boundary. Additional windows are proposed at first floor level in the form of a 3 pane window to the extended landing and single pane window serving an ensuite. These windows would be north facing and therefore, provide oblique views towards properties in Baldock Way. Given the separation t from the boundary, any oblique views towards the rear gardens at Nos. 20 and 22 Baldock Way would not result in a detrimental loss of privacy.
- 8.10 The planning history of the application is a material consideration in the determining of a planning application and third party representations regarding previous refused applications at the site are noted. It is also noted that permitted development rights have been removed from the original grant of planning permission for 95A and 95B Glebe Road. However, each planning application is considered on its own merits. In this instance the scale and massing of the dwelling as proposed is not considered to be detrimental to the amenities of the adjoining properties in Baldock Way by way of loss of light, outlook or privacy or cause an undue sense of enclosure.
- 8.11 The detached property at 95A to the west is not considered to be detrimentally affected by the proposal as it is located to the

west of the application site and is therefore, set away from the proposed extensions.

8.12 Properties adjoining the application site to the north in Hills Avenue have long rear gardens and given the separation distance of the proposed first floor extension from the rear boundary, it is considered that the proposal would not result in a detrimental loss of light through overshadowing or loss of privacy through overlooking.

8.13 In the opinion of Officers, the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and in this respect, it is considered to be compliant with Cambridge Local Plan (2018) policies 56 and 58.

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. Unless otherwise agreed in writing by the Local Planning Authority, the extension(s) hereby permitted shall be constructed in external materials to match the existing building in type, colour and texture.

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

PLANNING COMMITTEE

17th December 2019

Application Number	19/0630/FUL	Agenda Item	
Date Received	8th May 2019	Officer	Nicholas MacDermott
Target Date	3rd July 2019		
Ward	Petersfield		
Site	2 Mill Road		
Proposal	Change of Use from A1 (Retail) to A3 (Restaurants and Cafes).		
Applicant	Mr V Swarna Flat 40 Regatta Court Oyster Row		

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <p>The change of use would promote the viability and vitality of the Mill Road District Centre</p> <p>The proposal would not harm the residential amenity of the flats above and nearby</p>
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 No 2 Mill Road is the first property on the south western side of Mill Road at its north western end close to Cambridge city centre. The application relates to the ground floor of a two storey building which has rooms in the roof space.

- 1.2 Whilst the south western side of Mill Road is wholly commercial in nature at ground floor level the north eastern side of the road is almost wholly residential in nature.

- 1.3 The site falls within the Mill Road Area Conservation Area, and is within the Controlled Parking Zone. It also falls within the Mill Road District Centre.

2.0 THE PROPOSAL

- 2.1 The proposal consists of a change of use of the existing A1 (Shops) use to an A3 (Restaurants and Cafes) use. The ground floor was last occupied by Oxfam.
- 2.2 The application is accompanied by the following supporting information:
1. Design and Access Statement
 2. Drawings

3.0 SITE HISTORY

Reference	Description	Outcome
C/78/0666	Use of premises as wine bar	Permitted
C/76/0157	Change of use from retail shop to restaurant	Permitted
C/85/0124	Change of use from retail shop to wine bar/restaurant (ground floor only) – Refused permission on the grounds that it would adversely affect the amenities of adjoining properties by reason of increased noise, disturbance and traffic generation.	Refused

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, 24, 35, 55, 56, 61, 72

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

Central Government Guidance	<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>	Sustainable Design and Construction (May 2007)
Material Considerations	<p>Area Guidelines</p> <p>Mill Road Area Conservation Area Appraisal (2011)</p>

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Control)

6.1 No comment

Urban Design and Conservation team

6.2 “...there are no material Conservation issues with this proposal.”

Environmental Health

6.3 The Environmental Health Officer has stated that information has been provided which confirms that no internal changes will be made and that no hot food will be prepared on site.

6.4 Details of the proposed sound insulation system have been provided which would be placed on the ceiling to insulate the residential flat above and this is considered acceptable. A compliance condition should be attached to the application.

6.5 A condition restricting the opening hours of the business from 8:30 to 22:00 Monday to Saturday and 8:30 to 18:00 on Sundays is recommended. The opening hours are those put forward by the applicant.

6.6 A condition restricting delivery and collection hours to 0700 – 2100 Monday to Saturday and 0900 – 1700 on Sundays and Bank/Public Holidays is also recommended.

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:

6a Mill Road (Owner of takeaway at No.6a and of flats above No.6)

7.2 The representations can be summarised as follows:

- Objection to the application on the grounds that there has been a significant increase in the number of food premises being established and a disappearance of retail units.
- There is no mechanism for controlling the type of A3 use, resulting in unfair distribution of competition and a proliferation of 'fast-food' businesses.
- Mill Road is suffering from a distinct lack of retail units.
- Inadequate consultation

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 72 of the Cambridge Local Plan 2018 (CLP) states that proposals for centre uses other than retail will be permitted provided they complement the retail function and maintain or add to the vitality, viability and diversity of the centre and they would not give rise to a detrimental effect, individually or cumulatively, on the character or amenity of the area through smell, litter, noise or traffic problems.

8.2 Mill Road is identified as being a District Centre on the CLP Policies Map which means that the proposal needs to accord with Part d of Policy 72 which advises that changes of use from A1 to another centre use (including A3) will be permitted where the number of properties in A1 use would not fall below 55%.

8.3 The agent has carried out an assessment with regard to Part d of Policy 72 and concludes that there are 65 units along Mill Road between No 2 and the bridge with A class categorisation (A1-A5) of which 37 are Class A1 making up 57% of the total. With the loss of no 2 Mill Road that figure drops to 56%.

- 8.4 The current proposal would comply with the requirement of Part d of Policy 72 to maintain the number of properties in A1 (retail) use above a 55% minimum level. The principle of the proposed change of use from an existing A1 (shops) use to an A3 (restaurant/cafe) use is therefore considered to be acceptable
- 8.5 It should be noted that the Town and Country Planning Act (General Permitted Development) Order 2015 (as amended) allows for a change of use from A1 (Shops) to A3 (Restaurant), (Schedule 2, Part 3, Class C) under permitted development rights. This is subject however to the developer applying to the local planning authority for a determination as to whether the prior approval of the authority will be required with regard to noise, odour, waste, hours of opening, highway impacts, whether it is undesirable for the building to change to the proposed use. Class C permits up to 150 square metres of floor space in the building to change from A1 to A3. The application form states that the gross internal floorspace of the part of the building subject to the change of use application measures 114 square metres. Although submitted as a full application, the proposal would be eligible for consideration under the prior approval regime.

Context of site, design and external spaces / Impact on Conservation Area

- 8.6 The application does not propose any alteration to the existing front elevation and changes to signage would be subject to advertisement consent as appropriate. The proposed business is to be a gelato and dessert bar selling ready-made cakes, sandwiches, ice creams, shakes, waffles etc. The Design and Access Statement states that no hot food would be prepared on the premises. As a consequence of the type of food to be sold by the business there would be no requirement to install ventilation/extraction equipment and so no plant and flues would be required for the operation of the business.
- 8.7 As there are no external or internal works proposed the proposed change of use would have no impact on the character and appearance of the Mill Road Conservation Area. The proposal is therefore compliant with Cambridge Local Plan (2018) policies 55, 56, and 61.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.8 The application form states that the hours of opening would be from 8.30am in the morning until 10pm in the evening, Monday to Saturday. For Sundays/Bank Holidays it is proposed to open from 10 am until 6pm. The Environmental Health Officer is happy with these proposed hours and there is unlikely to be any adverse impact on the amenity of flats above the commercial unit and other nearby residential properties.
- 8.9 The Environmental Health Officer originally raised concerns regarding noise disturbance to the flats above. In response, the applicant has proposed to install a ceiling lining in order to reduce sound transference between the ground and upper floors. This is considered acceptable and a condition requiring this to be installed prior to commencement of the use has been recommended.
- 8.10 The proposal adequately respects the residential amenity of its neighbours, and the constraints of the site and it is compliant with Cambridge Local Plan (2018) policy 35 and 72.

Third Party Representations

- 8.11 Objection to the application on the grounds that there has been a significant increase in the number of food premises being established and a disappearance of retail units resulting in a lack of retail units in Mill Road. **Officer Response:** The proposal accords with Part d of Policy 72 which requires that a minimum of 55% of units remain as shops.
- 8.12 There is no mechanism for controlling the type of A3 use, resulting in unfair distribution of competition and a proliferation of 'fast-food' businesses. **Officer Response:** The proposal accords with Part d of Policy 72 which requires that a minimum of 55% of units remain as shops. It is outside the remit of planning control to consider the type of A3 use.
- 8.13 Inadequate consultation. **Officer Response:** The correct statutory notification and consultation has been undertaken for this application.

9.0 CONCLUSION

- 9.1 The third party representations relate to the loss of retail units and an increase in fast food businesses in the area. The proposal however accords with Part d of Policy 72 which requires that a minimum of 55% of units in the area remain as shops.
- 9.2 With regard to impact on residential amenity the Environmental Health Officer raises no objection. For these reasons, the recommendation is for approval subject to conditions.

10.0 RECOMMENDATION

APPROVE, subject to the following conditions:

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

Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

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

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

3. The proposed Gypliner Universal (C06) ceiling lining system as detailed in the email from Rob Clark dated 1st October 2019 shall be installed prior to the commencement of the use, hereby permitted, and shall be retained in accordance with these details thereafter.

Reason: To protect the amenity and quality of life of the residents in the residential flat above. (Cambridge Local Plan, Policy 35)

4. The use hereby permitted shall only be open to customers between the hours of 08:30 and 22:00 Monday to Saturday and 08:30 and 18:00 on Sundays and Bank Holidays.

Reason: To protect the amenity of adjoining and nearby residential properties. (Cambridge Local Plan, Policy 35)

5. Collections from and deliveries to the premises shall only be made between the hours of 0700 and 2100 Monday to Saturday and 0900 and 1700 on Sundays and Bank/Public Holidays.

Reason: To protect the amenity of adjoining and nearby residential properties. (Cambridge Local Plan, Policy 35)

This page is intentionally left blank